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H.M.S. CENTAUR—New Angled-Deck Carrier



Photo: Crown Copyright

This unusual photograph of H.M.S. Centaur, the first Royal Naval Aircraft Carrier to be fitted with the new Angle Deck, was taken after her recent refit at Portsmouth

Our frontispiece is a picture of H.M.S. Centaur, Britain's first angled deck carrier, taken during her recent successful trials in the Channel. She is shortly expected to embark her three squadrons—806 (Sea Hawk), 810 (Sea Fury) and 820 (Avenger)—and to sail for the Mediterranean about the end of July.

The Centaur, the first of the four Hermes-class aircraft carriers and the sixth ship of her name, was laid down in Belfast by Messrs. Harland & Wolff Ltd., in May, 1944, and was launched by H.R.H. The Duchess of Kent in April, 1947. Shortly afterwards, work on the ship was suspended, but in 1951 she was put in hand for completion and finally commissioned in September, 1953. However, the advent of the angled deck necessitated changes in all carriers under construction, and Centaur spent five months in Portsmouth Dockyard having an interim (5½ degrees) angled deck fitted, and finally

sailed for flying trials in April of this year.

The first Centaur was a 24-gun Sixth Rate, launched in 1746 and used for routine work during the Seven Years War. She was sold shortly afterwards. The second Centaur, a 74-gun Third Rate captured from the French in 1759, served valiantly in the West Indies before foundering in a severe gale off Newfoundland. The third Centaur, another 74-gun Third Rate, was launched in 1797 at Woolwich and distinguished herself on numerous occasions during the Napoleonic Wars, after which she was broken up. The fourth ship of the name was one of the earliest paddle-wheel steam frigates which saw action against the Russians during the Crimean War and later against the Chinese. The fifth Centaur, a light cruiser, was launched in 1916 and served as Flagship of the destroyers based at Harwich during the First World War.

Drafting Forecast

COMMISSIONING PROGRAMME FOR THE NEXT SIX MONTHS

THE FOLLOWING Portsmouth-manned ships are expected to commission on general service between now and the end of the year:

Late August: H.M.S. Duchess (Mediterranean/Home Fleet).

October: H.M.S. Magpie (South Atlantic/Home Fleet); H.M.S. Charity (Mediterranean/Home Fleet); H.M.S. Whitesand Bay (East Indies/Home Fleet).

December: H.M.S. Agincourt; H.M.S. Barrosa.

There are already a number of volunteers for the above ships. Any other men who may wish to volunteer for them should do so as early as possible. Remember that the ships will be in commission for eighteen months and are expected to spend not more than twelve months away from the United Kingdom.

After H.M.S. Modeste, whose new ship's company will be leaving early in July, there are no Portsmouth-manned ships commissioning for foreign service before the end of the year. The next one is expected to be H.M.S. Concord (Far East station) in January.

NAVAL Men as well as Naval Outfitters are anxiously awaiting the results of the trials of Naval jumpers with zip fasteners and trousers with fly front instead of the traditional fall front.

BARNETTS for the last seven years have been making fall front trousers with side pockets as in civilian trousers; thereby a rating simply lifts his jumper up the same as a jacket would be lifted and slides his hand into the side pocket, and in every way this type of trouser conforms with Naval Regulations. Should the fly front trousers be found satisfactory, we shall, of course, make these as soon as we get permission to do so, but it will take some time to get used to a Service pair of trousers for Stokers and Seamen without the traditional fall front.

BARNETTS have had the pleasure of making the Naval Uniforms for such films as "Scott of the Antarctic," "The Gift Horse" and "Single Handed." To fit a well-known star one has to be correct in every respect, as, of course, these suits are seen by probably millions of people; and if Sonny Tufts in "The Gift Horse" and Jeff Hunter in "Single Handed" can be satisfactorily fitted by BARNETTS, you can have every confidence in getting a well-fitting Jumper and Trouser Suit made of a good serge incorporating the side pocket.

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FLEET AIR ARM NUMBER

See Centre Pages
for
Special Article and
Pictures

PORTSMOUTH Navy News

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Message from Flag Officer Air (Home)

WHEN I HAD read the first issue of the Portsmouth NAVY NEWS I realised that the staff and contributors had combined to produce a very readable and eye-catching paper. With all this good material in the body of the paper, it is probable that the last thing you will read in this issue will be the introduction. Now that you have seen the pictures and read the articles, you know something of the past and present of the Fleet Air Arm. The hard work and faith of its early pioneers was amply justified and enabled us to meet a great challenge at sea in the Second World War. That challenge is still with us today.

The Fleet Air Arm and the aircraft carriers now represent more than one-fifth of the total manpower of the Navy, and on them rests the responsibility for the main striking power of the Fleets. In defence of the shipping of our country they play no small part, whatever forms of attack may come. It is a big job and a vital one.

The ability to adapt oneself readily to new situations is of first importance. New aircraft and more effective and powerful weapons are constantly being added to the strength of the Navy. This means that the officers and men of the Fleet Air Arm cannot rest content on their laurels and must continue to be pioneers of ever changing methods. It is this feeling which keeps them on their toes and makes for a sense of adventure and a personal share in the march of events.

On behalf of the Fleet Air Arm I send greetings and best wishes for its continued success to the NAVY NEWS from over the water.

J. A. S. ECCLES,
Vice-Admiral.

EDITORIAL

THE FIRST issue of the NAVY NEWS has been well received and congratulations have been sent not only from naval personnel but from firms who have advertised and from other newspapers.

The issue has been sold out and orders for July have already increased.

We intend to feature a branch of the Navy in each issue and in this number our principal articles are devoted to the Fleet Air Arm. Photographs and contributions tell of the latest developments in Naval Aviation, which we believe will be of interest to all readers.

The August issue will feature the Submarine Service and should be of special interest to all submariners.

We are grateful to an anonymous donor who has given three prizes for the best three articles to be written on NAVY NEWS, full details of this competition appear elsewhere.

In response to a number of requests we publish our first crossword, and we hope to make this a regular feature of the newspaper.

This month we have received more contributions from ships and establishments and we are very grateful to all who have contributed by their articles, subscriptions and suggestions.

We have received so much "Command News" that we have been unable to publish several articles.

It would greatly help if contributors from ships and establishments restrict their articles to 300 words.

We tender our regrets to those whose articles do not appear in this issue and every endeavour will be made to publish them next month.

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Navy in Parliament

Messing in H.M.Y. Britannia

ON MAY 26 the First Lord of the Admiralty was asked why the latest bunks, sleeping facilities and the new system of cafeteria messing have not been included in H.M.Y. Britannia, and why the accommodation for the crew has been so limited that junior ratings sleep in the same compartments as they eat. In his reply the First Lord said:

"Only the junior ratings are accommodated in broadside messes and sleep in hammocks. As my hon. and gallant Friend the Parliamentary and Financial Secretary stated in the Navy Estimates debate on March 9, experiments are proceeding in the use of bunks and of cafeteria messing, but there is so far insufficient experience to justify their general adoption. Incidentally, opinion on the relative merits of the two systems, among British ratings, is divided.

"The accommodation standards for the ship's company are as good in Her Majesty's Yacht Britannia as in any other of Her Majesty's ships, and considerably better than in most of the older ones."

Naming of H.M. Ships

Mr. P. Williams asked the First Lord of the Admiralty whether he will consider the possibility of naming one of the ships in the Royal Navy H.M.S. Sunderland, to which the First Lord of the Admiralty replied:

"Names have already been chosen for all Her Majesty's ships and vessels on order or under construction. I will, however, arrange that the adoption of the name Sunderland is given consideration when a suitable opportunity occurs."

Training of Cadets

On June 3 the First Lord of the Admiralty outlined the new organisation of the early training of naval officers in the light of the decision that in future cadets will enter the Royal Navy about the age of 18.

Summarised, this means that cadets of the new entry, who join the Navy from May, 1955, onwards, will receive a comprehensive course of training centred at the Royal Naval College, Dartmouth, partly on shore and partly afloat in a small squadron on Her Majesty's ships. The whole of their early training, lasting about two years, will thus be conducted by a single authority located at Dartmouth, and the full capacity of the Britannia Royal Naval College will be used for this purpose.

Cadets will, as now, be promoted to midshipmen after one year of service, and on finally passing out of the College they will go to sea with the Fleet as acting sub-lieutenants to complete their training. Thus we say good-bye to that figure so long associated with the tradition of the Navy—a midshipman at sea.

Wearing of Civilian Clothes

Asked why junior ratings in the Royal Navy are not allowed to wear civilian clothes when walking out of naval shore establishments, and whether he will consider granting this concession in the near future, the First Lord of the Admiralty replied:

"The main reason is the difficulty of controlling large numbers passing in and out of barracks, where the population changes quickly, without introducing extra restrictions or security precautions. I will, however, consider whether any modification of the existing regulation is practicable."

National Service

The First Lord of the Admiralty was also asked what was the normal time to elapse between the discharge of a National Service rating and the despatch of his original Form S.459 (his Service Certificate); and the normal time to elapse before the discharge of a National Service rating and the adjustment of his back pay and final settlement, including pay to cover

advancement to higher rate confirmed after discharge. Also why there was a long delay of two months and six months respectively in the case of a certain National Service able seaman. The First Lord of the Admiralty, in his reply, stated:

"A National Service rating usually gets his final balance of pay about half-way through his release leave, and his Service Certificate just before his final discharge.

"The able seaman in question received his pay settlement as ordinary seaman during his release leave, but he was in the unusual position of having spent part of his service as a coder, and final settlement was delayed while a decision was sought on whether his time as coder could be counted in assessing his eligibility for advancement to able seaman. I very much regret this delay, which was quite exceptional."

Admiral Sir Dudley North

On June 2 the First Lord of the Admiralty answered a number of questions.

In reply to a question by Mr. Stokes, he outlined the Admiralty account of the circumstances surrounding the passage of three Vichy French cruisers from the Eastern Mediterranean through the Straits of Gibraltar to the north coast of Africa in 1940, when Admiral Sir Dudley North was in command of the North Atlantic Station. This unhappy period, when our attitude to the Vichy French Navy was being decided, has now been brought to the fore again by the publication of the Official Naval History of the war.

WHAT'S ON

JULY, 1954

- 1st to 10th: Southsea Lawn Tennis Tournament.
- 3rd: Naval Air Day, Ford Hillsea Aquatic Gala.
- Nuffield United Services Officers' Club. Evening Dress Dance.
- United Services v. Hampshire Hogs.
- 7th to 9th: Hants v. Worcs.
- 7th and 8th: Whale Island Tournament, H.M.S. Excellent, 1330.
- 9th to 11th: Triangular Fixtures, H.M.S. St. Vincent.
- 10th to 13th: Hants v. Leics.
- Strand Rep. in "Me and My Girl," H.M.S. Mercury, 2000.
- H.M.S. Dryad, Ship's Company Dance at Kimbells Ballroom, Southsea.
- Signal Officers' Reunion, H.M.S. Mercury, 1830.
- Southsea Rowing Regatta.
- Southsea Motor Club Sports, Southsea Common.
- Southsea Concord d'Elegants.
- 19th to 24th: Open Bowls Tournament.
- Petty Officers' Mess Dance, H.M.S. Mercury, 2000.
- Chief Petty Officers' Mess Dance, H.M.S. Mercury, 2000.
- Signal School Mess Dance, H.M.S. Mercury, 2000.
- Whale Island Summer Ball.
- 23rd and 24th: United Services v. Southern Command.
- Police Sports, Garrison Recreation Ground.
- 26th to 31st: Portsmouth Cricket Week, St. Helen's Ground.
- Pageant of Sport, Castle Fields.
- Portsmouth Sailors' Home Club. Summer Dance. Tickets 2s.
- United Services v. Portsmouth Football Club (charity match).

Tuesdays: Speedway Racing, Southampton.

Wednesdays: Bathing Beauty Competition, South Parade Pier.

Saturdays and Sundays (except 10th and 17th): Polo, Cowdray Park.

Informal Dances, Nuffield United Services Officers' Club, for members and their guests only.

Navy News Competition

AN ANONYMOUS donor has offered the following prizes for an article written giving a Point of View upon NAVY NEWS.

- First Prize, £3.
- Second Prize, £2.
- Third Prize, £1.

The article must be readily readable, crisply written, well constructed, and,

above all, interesting. It must clearly express a point of view concerning this newspaper and should consist of not more than 750 words, i.e., one column.

Send in as many entries as you wish; they must be legibly written and addressed to: The Editor, NAVY NEWS, Royal Naval Barracks, Portsmouth. Closing date is August 15, 1954.

Black Sheep

I SPEND a lot of time in the cells. Now don't get me wrong. I'm a naval parson and it's my job to visit people in cells. When it's all added up I bet I've spent more time in them than anybody. And I could count on the fingers of one hand the fellows I've met in cells who are out-and-out bad. Nearly all of them are men who have lost their heads for a few moments, and a period of correction puts them right.

You don't find as a rule that they come back for a second dose. But there was one man whom I had seen several times there. He came back for more. He always seemed glad to see me during my visits and many an interesting conversation we had together. After a while I began to wonder whether my times with him were doing any good. They certainly didn't convert him to a new point of view; if they had I wouldn't be seeing him so often in cells.

This thought began to oppress me and it led me to spend more time with him than anyone else. I began to ask him some very personal questions which brought out from him that he was married, that his wife was all right; he had no complaint against her. I asked if she had any complaint against him. After a long pause he said she might well have. He said this so grudgingly that there seemed no opportunity offered to talk about reform. It was clear that his outlook on life and his general behaviour were bringing him into cells regularly, and it was the same attitude of mind that was alienating him from his wife, though I could tell that deep down he respected her and indeed loved her.

That was it. He was in a particular frame of mind that was bringing him into all kinds of trouble in the Service and at home. Nothing I said or did ever seemed to affect him and I had to count him as one of my many failures. I didn't write him off exactly. I just knew I was getting nowhere with him, but all the same I mentioned him in my prayers every day. Our conversations continued on the best of terms and he often ribbed me. "I suppose you come here to convert me. You'll get no change out of me. I'm a hard case, I am." That is just what I thought he was.

Then one day he told me that because of his treatment of her and the way he was living, his wife was not writing any more, and when he came out he wouldn't be going home. To my mind his wife and home were the only hope for his reform, so I rushed out to appeal to her. No one could help sympathising with her point of view. Her husband was impossible. After each cell punishment she talked to him for his good. She had told him that it was not only in the Service that his way of life was causing trouble; it was the same at home and with her. She had decided there was nothing more to be done, and no words of mine would persuade her otherwise.

Soon after this I got a draft-chit. I paid a farewell visit to my black sheep and I could not pretend that he was any the less black for my ministrations. Perhaps some other chaplain would do better.

A couple of years later I was back in Pompey and had occasion to visit one of the new housing estates on a welfare case. Who should I meet in the

streets but my old friend with a great grin on his face! He had his wife with him and she seemed just as happy. There was a gleaming new pram with a chubby baby in it.

Naturally I began to ask all sorts of questions. What had brought about this remarkable change? And he told me, "You know, Padre, that cell offenders went to church on a Sunday. It made a change from the usual deadly routine and I was glad to go, but I can't say I ever really entered into the spirit of the thing. One Sunday I was drowsing during your sermon when suddenly something you were saying jarred my mind and stuck there. It made me think what a fool I was to myself. There and then I decided that when I finished punishment I would go home and patch it up with the wife. And it turned out all right."

The wife told me delightedly that they now had a good home with nice furniture, her husband was quite a handyman in the house and showed a skilled touch with the baby.

He had never been back to cells. I was dumbfounded at the success of my sermon. Nobody has ever told me before or since that any words of mine had done any good. When I asked him what in particular I had said to make such an impression, he said it was something about the Prodigal Son.

Well, of course, it's not my story at all. It is the Lord's. But what a tribute to the saving power of His Word to the present day!

W. G. Sandey

NEWS IN ADMIRALTY FLEET ORDERS

A.F.O. 1391/54 drew attention to the facilities offered by the Royal United Service Home for Girls, Newquay, Cornwall. The A.F.O. stated the ages and circumstances in which, in necessary and approved cases, orphan daughters and other daughters of men of the Royal Navy, Merchant Navy, Army and Royal Air Force can be accepted.

A.F.O. 1395/54 described the application of the present family passage scheme to families of naval personnel abroad consequent upon the introduction of General Service Commissions. Officers and men in appointments entitling their families to join them abroad must decide whether or not they wish to avail themselves of this opportunity, as a result of which it will be decided whether their term of service abroad is to be for 18 months or a maximum of 2½ years. The A.F.O. should be studied by those affected.

A.F.O. 1398/54 announced requirements for certain senior ratings to serve as instructors in the Royal Malayan Navy, on loan for three years.

A.F.O. 1605/54 drew attention of all personnel to the existence of the Services Resettlement Bulletin, which assists officers and ratings with resettlement problems. This Bulletin is available to officers and men in information rooms.

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Wife's Accommodation in Portsmouth

My husband is serving on board one of H.M. ships in Portsmouth. I would like to go and join him there. Can you tell me if there is any club or rooms where naval wives can stay until I had found suitable rooms, as it is never satisfactory for the husband to select the accommodation. We have no children.

I do hope you will be able to help me. My husband sent me the *Portsmouth News* and we decided to write to you.

I have enclosed a stamped envelope for your reply.

Thank you for your letter.

Yes, there is the Victory Hotel for Sailors, 38 Clarence Parade, Southsea, details of which can be obtained from the manager. I have got a copy of these details, and enclose one for you. As you will see, the hotel is operated by the British Sailors Society, and I feel the terms are very reasonable. I believe the service is excellent.

If for any reason this isn't what you want, the Accommodation Officer, R.N. Barracks, Portsmouth, may be able to help you with local addresses, and he may also be able to assist in your search for permanent lodgings.

What's in a Name?

I have been engaged for two years and I hope to get married on my summer leave. I was brought up by foster parents who gave me their name, which I have always used, but there is another name on my Birth Certificate. I will soon have to go along and fix up the formalities for my marriage. Would I run into any difficulties because the name I use and the name on my Service Certificate is different from that on my Birth Certificate? My fiancée and her people know all about it and they are not worried.

I presume that your foster parents did not officially adopt you because if they had done so you would have been issued with an amended Birth Certificate at the time of your adoption. You need have no anxiety. The name you should give to the Padre for the banns or to the Registrar of Marriages is the name you have always used, and if you are not under 21 there will be no need for you to produce your Birth Certificate.

John English

All questions will receive an answer, either privately or in this column. Write to John English, c/o The Editor, PORTSMOUTH NAVY NEWS, Royal Naval Barracks, Portsmouth, enclosing stamped addressed envelope.

MOTORING NOTES

AT THIS time of the year when the days are longer and the English countryside becomes increasingly attractive, there is installed into many a breast the desire to own a motor car. Perhaps a few words on the very difficult subject of car buying may not therefore come amiss.

New Cars

One occasionally meets the person who has been advised not to touch a "Backfire Ten" at any price, "they give nothing but trouble, old boy." In the experience of the writer, such advice is invariably hot air and quite without foundation of any sort, other than prejudice. If it were possible to trace back the origin of such advice, one would probably find that the real cause was that the car in question had been totally unsuited to the owner's requirements and was in other hands quite a sound vehicle. There are, in fact, no unreliable or bad motor cars produced by any of the well-known manufacturers these days. We do, of course, sometimes come across the "rogue" car in which all the maximum tolerances seem to have met by accident on the assembly line, but these are few and far between.

The following is perhaps the most sensible way of going about the purchase of a new car. Firstly, and most important of all, is to decide how much you can afford to spend, not forgetting that tax and insurance will cost you a further £25 approximately for the 12 months, and also remembering that there is also a charge of about £6 for delivery from the works, and £2 for number plates. Having decided on how much can be spent, the next point to be established is the intended function of the car. Is it for yourself and your family, or yourself and girl friend and will luggage capacity be a major factor, or is it intended for competition work? Furthermore, is economy of operation an essential factor? A little serious thought on these lines can narrow your search down considerably. You will probably be faced with a selection of about three makes, and it is at this stage that you must ignore the advice of the know-all. Try the cars out yourself with an unbiased mind and select the one which most nearly fits your requirements. This is only fair, and it does give you a good case for asking for a firm delivery date. Incidentally, it is most unwise to try to play one dealer off against another. Not only are you liable to fall between two stools and fail to get the car you want, but you are likely to be pestered by salesmen from the different dealers you have visited.

Part-exchanges

If you intend to part-exchange your car, be reasonable about its value. The salesman knows within a few pounds what your car can be re-sold for, and he will always give you its fair retail price provided you stick out. But don't expect too much; he has his limit and will always go to it to effect a sale. On the other hand he will always tell you quite definitely if you are asking the moon, and a little psychology on your part will tell you when you are asking too much. After all, you will expect a good after-sales service and your

dealer is much more likely to be generous if you give him a little margin to play with in case he makes a loss on your old car, as he may well do.

Used Cars

This is a subject on which much could be written, but nothing short of hard practical experience can really help you.

Sources of supply in order of preference are as follows:

- A car known to you which is being sold for a known reason, such as a foreign draft;
- from a reputable dealer, preferably with main agencies and a service station;
- privately advertised cars provided the owner is prepared to have the car inspected by the A.A., R.A.C., or a motor engineer;
- back-street dealers.

The snag about the last two is that the private seller cannot give you a guarantee, whilst back-street traders frequently buy their cars from the trade, the reason for their disposal in such a manner having been because they were below standard.

A few points are worth remembering. Exhaust noise from a loud or leaking exhaust can cover up a multitude of knocks and rattles in a rough engine. Insist on trying the car out after the exhaust has been repaired before agreeing to buy the car. Always examine the bottoms of car doors for rust or patching, and also the wheel arches, usually seen from inside the boot. Signs of welding or patching means thin, rusted and weak metal which may mean trouble. Recent re-cellulosing can also cover up a multitude of sins. There are also many well-known mechanical points to watch such as brakes, steering and king pins, and transmission noises. As a round guide, it is seldom possible to buy a really good car for much under £200, whilst it is always necessary to spend about £10 on improvements after purchase. Any car older than 1939 will require an engineer's report by most insurance companies, so be careful of that 1935 bargain jalopy for £65. The insurance premium is also usually loaded with an addition of 20 per cent. for cars of 1938 vintage or earlier.

INTERNATIONAL FIXTURES

- July 3.—Rest and Be Thankful Hill Climb.
July 10.—Half-litre c.c. Crystal Palace Race Meeting.
July 17.—British Grand Prix.
July 22.—Boulton Bay Hill Climb.
Aug. 2.—Half-litre c.c. Brands Hatch Meeting.
Aug. 7.—Mid-Cheshire Oulton Park Meeting.
Aug. 14.—West Essex Meeting, Snetterton.
Sept. 4.—Brighton Speed Trials.
Sept. 11.—Tourist Trophy Car Races.
Sept. 19.—Bugatti O.C. Prescott Hill Climb.
Sept. 25.—B.A.R.C. Meeting, Goodwood.

ROYAL NAVAL ASSOCIATION

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President: ADMIRAL OF THE FLEET
SIR JOHN CUNNINGHAM, G.C.B., M.V.O.

ALTHOUGH EVERY endeavour has been made during the past two or three years to bring to the notice of those concerned that there is a Royal Naval Association, it is a surprising fact that

and club situated in the Pitt Street Recreation Grounds, Commercial Road entrance. This branch was first formed in 1937 with a total membership of 30. These few enthusiasts



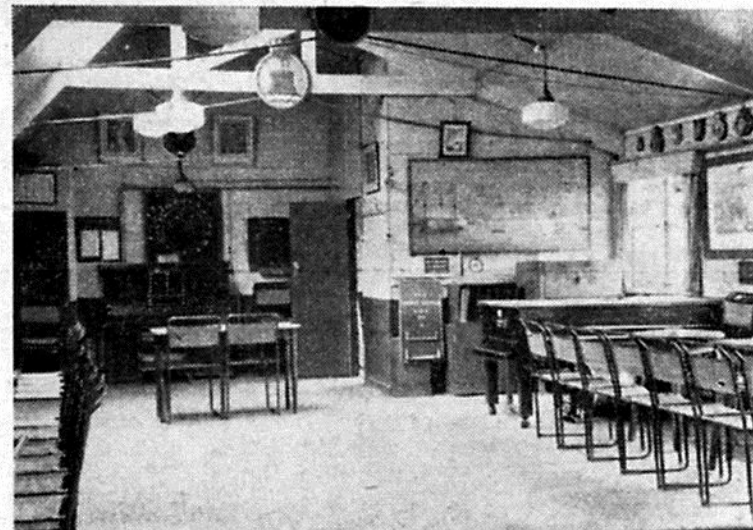
there are still many naval men, both serving and ex-Service, who are unaware of its existence.

At the time of going to press there are 344 branches throughout the British Isles and there are also branches in various parts of the world, one even as far away as Japan. The total membership to date is approximately 30,000 and it is hoped that it will eventually reach 300,000, which is the target aimed at. This should not be difficult in these islands such as ours, where so many have spent various periods in the service of the White Ensign.

The Association was first formed in 1935 under the title of Royal Naval Old Comrades Association. It bore this title until May, 1950, when the title was altered to The Royal Naval Association, with full support by the Admiralty. The reason for this alteration was that many younger men who were still serving and who were eligible to become members, were put off by the "Old Comrade" part. It seemed that many visualised meetings of old-timers who would spend many happy hours going to sinking stations on them. This, of course, was never the case, as any of the following may become members after six months' service under the White Ensign: Royal Naval and Royal Marine officers and men, Women's Royal Naval Service and Queen Alexandra's Nursing Service. Therefore, although there are many of us who have completed time as H.O.s., 12-year men and pensioners, we still have a great many members who are still doing their stuff and they are particularly welcome. As already stated, branches are to be found in all parts of the British Isles and most certainly in the three major naval ports.

The Portsmouth Branch of the Association, total membership to date 1,200, have a very fine headquarters

naturally could not afford a club but managed to keep together by holding their meetings when and where they could, in clubrooms of various licensed premises. This state of affairs continued until April, 1948, when the branch affairs were taken over by the late Lieut.-Commander F. B. Pantling, M.B.E. Through his efforts a single hut in the Pitt Street grounds was loaned to the branch to form a headquarters and club and from that time Pompey has never looked back. One of the first considerations was to get a licensed bar going and as there was



July Notes

Saturday, July 10.—The Annual Parade on Horse Guards Parade and the reunion at the Festival Hall.

Saturday, July 24.—The monthly

little or no money on hand the members, now numbering about 80, made a loan to be refunded when the club was a going concern. The proof of its success will be seen as the total sum, which amounted to some £160, was repaid within six months. The premises were enlarged to twice its original size after three years at a cost of £2,000-odd. Looking still further ahead, a movement is now afoot to build a permanent brick building. The present club offers a variety of entertainment to the Association members. There is a fully licensed bar, which is open seven days a week during permitted hours. Dances are held weekly, and Saturday and Sunday social evenings are a great success, impromptu concerts being held on those days. At least once a month a professional concert party is engaged and our own local shows are produced at least once a quarter. Activities are not only confined to the club, as frequent trips are organised to London and other parts of the country. At present arrangements are in hand for the following shows: in June to the Royal Tournament at Earl's Court; July, the Annual Reunion in London with the usual show at the Festival Hall in the evening; August, the branch annual outing; September, to Wembley to see the show "Dancing Years on Ice," and December 10, the branch annual dinner and dance.

It will, I hope, be seen that there are plenty of advantages in joining the R.N.A. and don't forget that as long as you have served six months in the Service you are eligible to join.

The President of the Portsmouth Branch is Rear-Admiral H. E. Horan, C.B., D.S.C., whose interesting articles on the Royal Navy may often be read in the *Portsmouth Evening News*.

The Chairman is Mr. C. W. Bright, who has ably held this office for the past five years.

If you have any doubts come along and give us a look up. Any member will gladly give you information as to joining.

E. N. S. P.

entertainment by a visiting concert party.

In addition to the above two programmes, the quarterly show produced by the branch members will be presented during the month on a date still to be arranged.

BOOK REVIEWS

THE WAR AT SEA: Capt. S. W. Roskill, R.N. (H.M. Stationery Office, £2 2s.)

In the midst of the Press and Parliamentary furor regarding Admiral North, no one appears to have found time to study those several hundred pages which deal with the rest of the war at sea between 1939 and 1941. Such study, however, is amply repaid. The writer has brought to his task not only considerable knowledge and powers of analysis—these are to be expected, though they are not always found in an official history—but a historian's rarer gifts, courage and plain speaking. Courage is apparent in a readiness to admit that commanders can be mistaken, that the Admiralty can be at fault. Here is no whitewashing apologist, but one who recognises the historical truth that the British win their wars largely in spite of themselves. Plain speaking and forthright judgment enliven the whole tale. In the "Period of the Defensive" covered by this first volume there was much that will earn the censure of future generations; but there is much, too, that will bring pride to those who, in the hard-pressed ships of the Navy, had their share of our finest hour.

THE KELLY: Kenneth Poolman. (William Kimber, 15s.)

"Lord bless us, 'ow I pities 'em, Unhappy folks on shore now."

So sang Buntline to Bowline while they rode out the gale. Unhappy folk on shore will have a rough passage with this book, even though they keep a handy thumb in the glossary of naval terms provided. The author describes himself as "a completely undistinguished 'Hostilities Only' ordinary seaman," but he has succeeded in a quite extraordinary way in capturing the sailor's approach. For this story of a famous destroyer is a sailor's book, in the authentic dialect of the Navy. It captures the idea of leadership as seen by followership. Capt. The Lord Louis Mountbatten painting the side in company with two enthusiastic seamen who devote more effort to their captain's overalls than to the more legitimate target. It captures the staid Petty Officer, one moment "screaming 'is bleedin' 'ead off,'" the next patiently showing a bewildered, homesick recruit how to make life a little easier. There is an excellent device for keeping out of the clutches of the "Gestapo" in barracks, and the story of the stoker who achieved permission to keep a canary because "chieffie" could not

spell budgerigar. If the book has a fault, it is in the slight tendency to sentimentalising that creeps in now and again. *The Kelly* is in many ways the living drama enacted against the great backdrop of *The War at Sea*.

COURT MARTIAL: Alastair Mars. (Fred Muller, 12s. 6d.)

Professional standards are always high, and professional standards rigid. The professional man who finds himself at variance with the code whereby he has agreed to be governed may well be right, for a variety of reasons, in rejecting that code when he discovers that he cannot in conscience and duty continue to subscribe to it. The rightness of such rejection, however, cannot be proved by alleging the wrongness of the code rejected. The conditions which are no longer acceptable to one who has suffered a sea-change do not on that account lose all virtue. It is in parading his own inalienable rightness in every circumstance from global strategy downwards that the author of this book alienates the sympathy which would naturally be extended to him by his fellows. He who excuses himself, accuses himself. He who excuses himself by accusing others forfeits a measure of professional regard, and is like to stand, a modern Junius, condemned by the intemperance of his accusations and the immoderation of his opinions.

Aviation and Simulation

MANY ANTI-AIRCRAFT ratings have successfully "shot down" their Heinkels and Dorniers from the safe precincts of the Dome Trainer. This ingenious device projects a film on the curved interior of a hemispherical building and gives a most realistic effect of an approaching aircraft. Similarly, the submariner may on occasion congratulate himself on his prowess in sinking a U-boat on the anti-submarine attack table. This is yet another method used for instructing the specialist in his business by means of mechanical aids.

Perhaps the smug smile on the face of the officer in the Fleet Air Arm recruiting advertisement is due in no small measure to the fact that whilst learning to fly the modern way he will do so in one undamaged piece. Basic flying tuition is given in a Link Trainer. This mock-up plane is securely anchored to the deck but indulges in most of the antics which are possible for its live counterpart to perform at 10,000 to 20,000 ft. up. All likely and unlikely conditions of flight can be acted out in the security of the classroom. Instruments show the appropriate readings in response to actions taken with the controls. The instructor can slyly empty a petrol tank and leave the embryo pilot faced with a faltering engine and the necessity for rapid and correct drill.

Mechanised Aids

So readily have schools, Services and industry accepted the principle of mechanised aids to learning that the building of some of these aids is a complex business, ever changing and growing in order to keep pace with the development of the procedure which it is desired to simulate.

The Link Trainer referred to above was invented before the war and, by modern standards, is a comparatively simple device. An entire crew for a multi-engined aircraft can now board a synthetic training machine and, under conditions of startling realism, fly over Italy without leaving the instruction hangar. This realism is now carried to the point where the switching on of the de-icing gear sheds the imaginary ice from the aircrew and sends it rattling against the cabin bulkhead in a manner which is loud and far from imaginary.

Airline operators are keen to grasp the opportunity of saving aircraft

hours and hazards to men and machines. The modern simulator does this, and at a recent International Air Transport Association conference in Spain, attended by representatives of 26 nations, one whole day was given to discussing the best methods of applying synthetic training devices to the problems confronting civil air transport organisations.

Exact Conditions Copied

The development of these modern synthetic trainers calls for technicians who are able to reconstruct the exact conditions applying to aircraft at any one moment, be it taking off, flying or any state of emergency which may be encountered. The engine and aerodynamic characteristics of the aircraft to be simulated are carefully studied by technicians and eventually converted into terms of electrical power. A series of computers then automatically translate throttle or control column movement into a form which can be relayed back to the cockpit, giving the pilot the identical instrument representation he would expect should he make similar movements in flight. In a like manner, elevator, rudder and aileron loadings are calculated for any condition, taking into account such factors as the weight and centre of gravity of the aircraft at any given moment, its attitude, speed, altitude and a number of different circumstances.

Thus a pilot undergoing training is given the "feel" of the aircraft under various conditions, with the exception of loads imposed by gravity, which are difficult to reproduce realistically in view of the static nature of the simulator.

Research and development is only one side of the manufacturer's activities; he has, in addition, to make the aircraft shell, instruments, aircraft upholstery, navigational aids and, possibly, additional components to those used in an actual aircraft. There is, of course, scope for electronic engineers, and this is a side of the development of synthetic trainers which is rapidly expanding.

The demand for craftsmen is constantly increasing, and it is hoped to publish an article in a future issue of NAVY NEWS pointing out the opportunities existing in the manufacture of flight simulators for fully qualified Royal Navy personnel leaving the Service.

MARRIED QUARTERS

MARRIED QUARTERS are with us as a matter of Admiralty policy and it will not be long before every married officer and man will have a chance of a married quarter whenever he goes to an established naval port, or to a ship working from one, or to a permanent shore station.

The scheme started several years ago when the Admiralty decided to do something for the married officers and men sent to shore establishments away from towns of any size. It was particularly difficult in such places for the family man to find anywhere to live with his family and it is not surprising that such places were given first priority. In this phase married quarters were built principally at the air stations but also at the more remote naval schools and establishments, such as Dryad, Mercury and Osprey in the Portsmouth Command. This phase is now practically complete.

The second phase which is now starting affects the vast majority of general service ratings. This time the larger naval ports have been selected; in the Portsmouth Command this means Portsmouth and Portland, but there is still hope that it may be possible to include other places. At Portsmouth it is proposed to build 1,550 houses (1,250 of them for ratings) and at Portland 365 houses (325 of them for ratings). This phase is known as the Home Port Married Quarters scheme.

Keeps his Quarters

The Home Port scheme marks an important point in the growth of the married quarters set-up as, for the first time, the married man afloat is placed on the same footing as the married man in a shore establishment. Furthermore, a man does not necessarily have to leave a married quarter as soon as he is drafted or appointed away from a particular establishment or ship. So long as he remains based on the same port he can remain put. If, for instance, a man were drafted from the Barracks to the Reserve Fleet at Portsmouth or to a Portsmouth-manned ship of the Home Fleet or to another shore establishment at Portsmouth, he could remain in his married quarter. He can, in fact, make any combination of such moves and remain. On the other hand, if he is drafted to foreign service, or to a ship not based on Portsmouth, or to an establishment with its own married quarters or to an establishment out of Portsmouth he will be given a month's notice to leave.

Under such an arrangement some lucky men who got in early might qualify to remain in married quarters for a very long time indeed, depriving others of a chance of taking advantage of the scheme. It has therefore been necessary to fix a maximum period that a person may remain in a married quarter at any one time. The period is now three years, but it is hoped that it may be lengthened later.

To build such large numbers of houses takes a long time. A very large sum of money is involved and great care must be taken to spend it to the very best advantage. First of all, sites have to be found and this is by no means an easy task. Houses cannot just be dumped anywhere. They need water, electricity or gas and sewers and the nearer they are to existing sources, the more economical the site becomes. There must be means of getting to the Dockyard easily, reasonable shopping arrangements in the district, schools and a pub and a cinema. When a suitable site has been found, the surveyors have to get to work and, when they have produced their answer, the planners and architects can draw up a site plan. Only when their effort has passed the Local Planning Authority, been endorsed by the Commander-in-Chief as entirely suitable, been approved by the Board of Admiralty and received Treasury sanction can any thought be given to bricks and mortar. It still takes several months to make out bills of quantities, prepare and call for tenders and finally to allocate the contract.

It is obviously impossible to build
Continued in next column

In Memoriam

J. BARBER, Ord. Sig., H.M.S. Implacable, died June 7, 1954.

C. A. MENZIES, A.B., H.M.S. Saintes, died June 11, 1954.

L. A. BANGER, C.P.O., H.M.S. Glasgow, died June 16, 1954.

L. A. BANGER, C.P.O., H.M.S. Dolphin, died June 17, 1954.

Woman's Section

THOSE NAVAL wives who were living in or around Chatham, or elsewhere in the Nore Command, a few years ago, will remember with affection Lady Moore, the wife of the then Commander-in-Chief.

Whatever the occasion, Lady Moore's elegant figure lent distinction, and wives of officers and ratings were made to feel that she took a deep interest in their welfare.

Knowing that Lady Moore had had experience of entertaining on both sides of the Atlantic, NAVY NEWS wrote to her asking for a contribution. She has kindly sent two recipes, together with her good wishes for the success of the paper.

Ice-cream—American Style

ANY GOOD brand of coffee ice-cream, about 1 family size brick.

About $\frac{1}{2}$ cup golden syrup.

1 tablespoon (or more) shelled walnuts, cut up (not minced). Add walnuts to syrup and make it very hot. Serve hot as a sauce for ice-cream, to be poured over it as it is served.

Fish Chowder

(For two or three). Fry two small slices of bacon in fish kettle until crisp. Remove and break up into small pieces. Put into kettle with bacon fat 1 cup of water.

$\frac{1}{2}$ lb. raw fish, cut up.

3 small raw potatoes, cut up.

1 small onion, cut up.

$\frac{1}{2}$ teaspoon (or more) salt, pepper.

Cook slowly for $\frac{1}{2}$ hour. Add 1 cup milk and bring to the boil. Just before serving sprinkle crisp bacon pieces on top of the chowder.

Miss Sheila Sim

WE INTERVIEWED a young wife and mother the other day. Like thousands of others she is pretty and trim, enjoys cooking and runs her household. In addition to this, however, she has a full-time profession, the stage! Sheila Sim, who must be one of our hardest-worked actresses, is at present taking the leading part in a new play, "The Soldier and the Lady," produced in the West End this month. She has just finished her latest film, "West of Zanzibar," and fits in broadcasting at frequent intervals. A remarkably good organiser, we felt, and enquired how she arranged everything. She has a trustworthy staff and supervises at week-ends.

Asked if she had naval connections, Miss Sim said she felt like a naval wife, as husband Richard Attenborough had been in the Senior Service in three of his best-known films. "In Which We Serve," "Morning Departure" and "The Gift Horse." Husband and wife love playing together, as in the play "To Dorothy, a Son," which ran for over a year and a half, and in their newest film, to be made this autumn, with the provisional title of "The Night My Number Came Up." They feel, however, that it is good to be on their own occasionally; often, in a partnership, one part is not as suitable as the other. Does son Michael, four and a half, intend to follow his father's



career? If impersonating the postman has anything to do with it mother thinks it probable!

Miss Sim hated leaving her family for the three months she spent on location with "West of Zanzibar," but she found film-making under those conditions a wonderful experience. Starting at Zanzibar, with its dazzlingly white sands and colour contrasts, she moved to Mombasa and finally into the bush. (Her pet irritation—packets of soap flakes disintegrating in the damp heat into a soggy wet mass!) By the way, listen for the song "Jambo," which was written as background music for the film and is becoming popular.

We came away feeling that Miss Sim, besides being one of our most attractive actresses is a remarkably capable young woman.

W.R.N.S. NOTES

W.R.N.V.R.

THE W.R.N.V.R. attached to all the R.N.V.R. divisions were invited to take part in the Jubilee Review, and a representative number were sent to Portsmouth for training. With a few exceptions, all the officers and ratings were accommodated in the Duchess of Kent Barracks, and all through Tuesday, June 8, parties were arriving from the station, until the very last tired ratings from Scotland got in at 2230—to complete a total of 32 officers and 225 ratings.

The W.R.N.S. quarters staff are to be congratulated on the way they handled the accommodation and feeding of so many extra. This was no small task, and once the first small snags were ironed out the work went smoothly.

It was fascinating to watch the evolution of the divisions from a rather chaotic start to a wonderfully smart parade all in the space of three days, and when the Commander-in-Chief, Portsmouth, took the march past on Friday, June 11, they looked superb.

For those who were privileged to see Her Majesty The Queen review the parade on Saturday, June 12, it was a very sad sight, after the enthusiastic training and pressing of suits, cleaning of shoes and general polishing-up which went on the night before, to see the divisions gradually getting wetter and wetter, but even so it must have been a great day for them all.

The majority of the officers and ratings went on from London for a further week of their annual training in W.R.N.S. units in the South of England, and the platoon of one W.R.N.V.R. officer and 30 W.R.N.V.R. ratings who are doing their training in H.M.S. Victory formed part of the W.R.N.S. representation at fortnightly divisions in the Royal Naval Barracks on Friday, June 18.

Third Officer E. S. Wells and 26 W.R.N.V.R. ratings joined H.M.S. Mercury on June 13, after the R.N.V.R. Jubilee Review. They consisted of one Petty Officer Wren (Regulating), one Clothing, one Victualling, and 22 Communications ratings.

Queen's Birthday Parade—Southsea, June 10, 1954

Amongst the W.R.N.S. contingent which took part in the Queen's Birthday Parade on Southsea Common were one petty officer and 35 Wrens from H.M.S. Mercury.

"Shop Window"

A party of 25 W.R.N.S. officers spent a very pleasant and most interesting day at sea in H.M.S. Eagle during the rehearsal for "Shop Window" at the end of May.

International Handicrafts Exhibition

The W.R.N.S. is to have a display of handicrafts at the second International Handicrafts Exhibition, which is being held at Olympia from September 9 to 23, 1954. W.R.N.S. officers and ratings may enter as many articles as they want for the 14 various classes, and entries should reach the Officer-in-Charge, Handicrafts Exhibition, 3 Princes Gardens, South Kensington, S.W.7, by August 23, 1954. The W.R.N.S. work will be judged with handicrafts sent in from all over Britain, and silver and bronze plaques are being awarded to prize-winners. Further particulars may be had from W.R.N.S. unit officers or the senior instructor officers of the establishments where W.R.N.S. personnel are borne.

Flag Day

The W.R.N.S. officers and ratings who kindly volunteered to sell flags in aid of the Portsmouth blind and old people are to be congratulated on the sum of £44 5s. 8d. which they collected. The sum collected for the Life-Boat Association, whose flag day was on June 29, is not yet known.

W.R.N.S. Officers

Third Officer D. Pomroy relieves Third Officer E. H. Scott in H.M.S. Victory on July 5, 1954. Third Officer Jarvis has gone to H.M.S. Sanderling from H.M.S. Collingwood. Third Officer V. Thomas, H.M.S. Vernon, leaves for embarkation leave on July 6, 1954, prior to going to Malta.

OLDEST MEMBER

When we saw Mrs. Parsons dancing the Veleta the other afternoon we took her for a well-preserved, dainty little middle-aged lady. All the adjectives fit Mrs. Parsons except "middle-aged." Actually she will reach her 87th birthday this year!

We were filled with admiration when we learnt how she keeps her six-roomed house in apple-pie order. Mrs. Parsons joined the R.N.F.U.S.W. in 1903. Although she was widowed in the First World War and has lost both her sons, whom she described as "lovely boys," Mrs. Parsons has never lost her zest for life. She is a member of the R.N.F.U.S.W. (Royal Naval Friendly Union of Sailors' Wives), the Good Companions' Club and the Darby and Joan Club.

Continued from previous column

all the houses at the same time. Preparations for the different sites cannot be undertaken together if other important work is not to be neglected, some sites are not available until a later date and, in any case, there are not enough builders available to undertake the whole programme without upsetting Council and other important building schemes. The Home Ports scheme is therefore divided into parts. The first part at Portsmouth, which consists of 380 ratings' houses and 90 officers' houses, has been approved and building will start late this summer. The remaining houses will be approved as the preliminary arrangements are completed and contracts arranged.

It was obviously going to be a long time between the announcement of the intention to build married quarters and the date of completion of the first houses. So that married men should not be without any form of assistance with the problem of accommodation, it was arranged that whenever any part of the building programme was approved, a similar number of furnished houses or flats can be hired until the houses are built. At Portsmouth we can therefore hire 90 houses for officers and 380 houses for ratings. These were allocated last December. A description of the system of hirings will appear in the next issue.

EXERCISE

LIE ON the floor, on your back, and relax. Place your arms outstretched at your sides. Raise the right leg, touch the floor at your right with the toe, then bring the leg round until the toe touches the floor at your left side. Repeat this with the left leg, then alternately, in rhythmic time.

Raise the knees to the chest, toes stretched downwards, tucked in to underneath of thighs. Keeping shoulders on the ground move hips and legs over first to right, then to left, in a rolling movement.

With the lower part of the body raised, practise cycling.

In all the exercises aim at a rhythmic movement; attempt complete relaxation in between.

(Next month: Poise and Posture.)

NAVY NEWS

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Portsmouth.

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COMMAND NEWS

H.M.S. BOXER

H.M.S. BOXER is now one of Her Majesty's Floating Stone Frigates and she celebrated her relegation to Port Service by making a protracted tour of a number of the local beauty spots. We saw Torbay, with its striking red cliffs flanked by rugged sandstone headlands; we also sampled the beverages and other delicacies of Torquay and Brixham; we visited historic Plymouth with its wealth of ancient sights—unfortunately it seemed to be the monsoon season; we paid a brief visit to pretty little Mevagissey—a visit which will not soon be forgotten by the inhabitants. Farther west we anchored in that magnificent harbour, Falmouth Sound, formed, like Plymouth Sound, in a drowned river valley, and overlooked by romantic Pendennis Castle—one afternoon and evening sufficed to discover the best and worst of this port. Passing round Land's End we steamed for several days between Wales and Ireland, anchoring late each evening in Dale Roads, a delightful inlet in the beautiful, mountainous Welsh coast, deserted except for a few buildings, one of which, fortunately, was a public house, and sailing each morning at first light.

Pleasure, of course, was not the primary purpose for these visits. Part of the time we were engaged in giving sea experience to Dartmouth Cadets. Their principal activity in so far as it affected the ship's company as a whole was pulling whalers every dinner time, this necessitated the presence of the ship's company for hoisting. These sorties, however, were not without interest; one crew had a mishap in hoisting which resulted in one end of the boat remaining in the water while the other end was swinging high in the air, the occupants of the boat, meanwhile, swarming up the life-lines—one made such good speed that it was rumoured of him that he used some form of compressed gas as a jet propulsion unit. While on the subject of sea boats, I am reminded of an occasion, one of the few days when we have been in the Portsmouth area, when a party of W.R.N.S. personnel on a day trip took away both whalers. The ladies, by rather unorthodox oarsmanship, managed to get a short distance from the ship but were unable to get back; it was left to the coxswains and bowmen, members of the ship's company, to bring the boats back alongside. Mention of day trippers recalls a rumour that H.M.S. Boxer was to become S.S. Boxer because of the number of passengers who were normally carried. It was even suggested that we could have made a little, on the side ferrying passengers between Wales and Ireland.

The weather has been, if not always pleasant, at least fairly consistent. Most days it has been reminiscent of a new-born babe rocked—rather heavily—in the cradle of the deep. In the Channel we had a little sun, plenty of rain and high winds and seas. Once we were round Land's End, after a day of comparative calm, we fell in again with the rough weather. Our pitching became more noticeable and we rolled—oh, how we rolled! We rolled heavily at times in the Channel, but never enough to cause footprints on the bulkheads. This prompts a very pertinent question: The gallant Capt. Horatio Hornblower, R.N., is credibly reported to have been sea-sick at Spithead, but is there any previous record of a man being thus afflicted in a shore establishment?

All through this period the guard were drilling regularly and conscientiously in preparation for the visit of the Commander-in-Chief on June 21 and on the big day they compared

favourably with the best of naval guards, especially when one considers that to achieve similar drilling conditions there would have to be a permanent earthquake under R.N.B. parade ground. The ship's company also created a very favourable impression as they marched past by divisions.

The weather and the ship's movements, especially the latter, have combined to curtail severely our sporting activities. I refer here, of course, to the conventional sports. Our only sporting venture was a cricket match in which the Portsmouth Squadron team included ten Boxer representatives. The match was lost by a small margin to H.M.S. Collingwood. On two occasions bathing over the side has been permitted, although on the first occasion there were few who had the stamina to stay in for any length of time and also very few who went in a second time.

The Boxer contribution in the last issue was submitted by Leading Coder (Special) R. H. Lineham and not by Lieut.-Cdr. (S.P.) R. H. Lineham as you printed—the error is easily made when abbreviations are used. This contribution is from Coder (Educational) P. W. A. Lewin.

THIRD SUBMARINE SQUADRON HAVING MISSED entering any news for our paper's first issue, we hasten to make amends in the second with some topical points.

"A boat, a boat, my fortune for a boat," quoth the "Buffer," without apologising, gaily waving a bank-note in the air at 0200 hours after a good run. Lucky to have one left by then, but was able to procure the services of a fisherman's boat, and the four comrades-in-arms embarked amidst hilarity and relief at not being stranded—until "Buffer," coming last, stepped on the gunwale.

Now "Buffs" is no light-weight. It is rumoured all four are now applying to join the Under-water Diving Club. M.A.A. Harris, C.P.O. "Buffs" Knight, Ch. Ck.(O) Lowe and Ch. T.A.S. Yardley.

As cricket is not yet fully under way, only a football feat is quotable at the moment. In the Scottish Amateur Football League, Division IV, the Squadron team came within point five of a goal of promotion, being that much behind in second place-holders. This being our first season in the league we hope to make a better showing in the next soccer season.

The Squadron Athletic Meeting is provisionally dated July 10. Some arguments now centre on the best methods of training, if any—or perhaps what excesses to avoid in the meantime. Preceding this we have the Clyde Week Regatta, from July 3 to 10, in which four dinghies have been entered for each day's racing, and two whalers are expected to be entered before the closing date of entries.

Being so far from the Royal Tournament, it was with no small amount of pride that the TV shows of this annual event have been watched in our canteen ashore. The merits of all three Services have been discussed, but one thing is certain, our confidence in the smartness, enthusiasm and popularity of the Royal Navy detachment was never misplaced.

H.M. Submarine Tireless returned to Rothesay recently. Gathering in submariners' libertymen from Tireless reached a new height of novelty, as they crocodiled back to the boat at Gibraltar collecting bodies en route as they sang "Hi Ho, Hi Ho, it's off to sea we go." Apparently a jeep across their path presented no obstacle—first man stepped up, through and out the other side, closely followed by the re-

mainder, last man through passing a rather nautical comment to the rather weak protest of the driver!

Other ships of the Squadron have had trips to Rotterdam, though so far no favourable reports, nor unfavourable ones for that matter, have reached your correspondent. Does anyone ever not have a good time in Holland, though?

H.M. Submarine Seraph has been at Falmouth, and H.M. Submarine Tally Ho has recently returned to the United Kingdom having "snorted" from Bermuda.

Montclare is at present the depot ship for the Squadron, but her days are now numbered, for the Adamant is rapidly approaching a state whereby she can take over (approximately the middle of next term). They do say that a change is as good as a rest, and that is what we'll get! A paying-off dance is being arranged to be held shortly after summer leave, and judging by past dances at the Rothesay Pavilion Ballroom, a good time is anticipated by all.

H.M.S. VOLAGE

"AMSTERDAM'S NOT much of a run. . . . Back in 1947. . . . When I was on M.T.Bs. . . ."

How the more elderly members of the ship's company went to town! H.M.S. Volage was to pay her first foreign visit since recommissioning as a new anti-submarine frigate and the crew of "the ship which does the most sea time of the Third Training Squadron" was looking forward to it. Yes, even the old ones!

The visit, from June 4 to 9, was preceded by a short stay at Scarborough. There a visit by one of Her Majesty's ships always brings bad weather and H.M.S. Volage came well up to scratch. Half the ship's company were stranded ashore for a night and a day.

On turning toward Amsterdam, however, the sea calmed and changed it almost into a pleasure cruise. Then the sun came out and underlined the thought that some people pay hundreds of pounds to do exactly the same thing—more or less.

At Amsterdam the people were very friendly. Public transport was free. Trips were laid out to go round the canals—there are twice as many there as in Venice—the Bols Liqueur distillery and also round two breweries. All these attractions received the anticipated popularity.

The city possesses practically everything. There is an intellectual centre surrounding some marvellous art galleries and museums and a district of shops, night clubs and cafes—pubs they call them in England—around the Rembrandt Square. There is also, for those who like that sort of thing, a district known as the Zeeduk.

The return voyage was uneventful and equally pleasant. After staying for a week-end in Portsmouth, Volage returned to its base in Londonderry to continue with the normal programme of submarine exercises.

After Scarborough and Amsterdam, Derry is much too quiet a run ashore. But amongst the gloom, Jack has tried hard to find at least one crumb of comfort: "Ought to be able to catch up on some sleep, anyway."

Might even save some money, too.

COMMAND SEAMANSHIP SCHOOL

THE COMMAND Seamanship School administered by the Commodore, Royal Navy Barracks, is at present accommodated in Victoria Barracks, Southsea. The Instructional Officers are Lieut.-Cdr. F. J. R. King, Royal Navy, Mr. E. Miller, Commissioned Boatswain, Royal Navy, and a staff of seven chief petty officers and petty officers.

The function of the school is to train personnel for higher rate in the seaman branch, and the following are trained and examined there:

1. Candidates wishing to qualify in seamanship for executive officer branch rank.
2. Leading seamen wishing to pass for petty officer.
3. Able seamen wishing to pass for leading seaman.

Candidates for the above courses are normally accommodated in Victoria Barracks for the duration of their courses, which are four weeks for candidates for branch rank and three weeks for others.

For those interested in statistics the following figures may be of interest: Between January, 1953, and January, 1954—

44 candidates were examined in seamanship for executive officer branch rank and 37 passed.

278 leading seamen were examined for petty officer and 246 passed.

396 able seamen were examined for leading seaman and 233 passed.

Application for courses should be made through Commanding Officer to the Commodore, Royal Naval Barracks, Portsmouth.

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A roster of the names of men requesting courses is kept in the Seamanship School and individuals are called in when their names arrive at the top of the roster, subject always to there being no drafting office objection.

There is at present a long waiting list and the delay between applying for a course and being called in is in the region of three months. Ambitious men should therefore apply as early as possible.

THE UNDERWATER COUNTER-MEASURES AND WEAPONS ESTABLISHMENT

THE UNDERWATER Counter-measures and Weapons Establishment, one of the outlying establishments in the Portsmouth Command, has now maintained a separate existence under that title for over three years at Havant. Formerly known as the Admiralty Mining Establishment, its origin was in the Mine Design Department of H.M.S. Vernon and it was moved to Leigh Park and West Leigh, Havant, in 1940. In those days Leigh Park lay in rural seclusion and for many years there remained a prospect that the establishment might one day return "to town" to its former environment near the Dockyard. Instead, the town has spread out towards the establishment and the new permanent location for U.C.W.E. at West Leigh will eventually be included in a new urban district of appreciable size. Hitherto, the absence of local housing has been a handicap to the establishment's social and sports activities but this situation is slowly improving as staff find homes in the area.

H.M.S. DUCHESS

THE LAST cruise of the first commission will certainly be a memorable one, starting in Gibraltar and finishing in Stockholm. On leaving Portsmouth we went out to wear the flag of Rear-Admiral Cuthbert, Flag Officer Flotillas, Home, in command of the Royal Escort from Gibraltar to the Nore. The great honour of being chosen for this and the excitement and thrill of escorting Her Majesty home need hardly be stressed.

At Invergordon, amidst some pretty hard work, Duchess won the obstacle whaler race against all the Fleet and now as I write we are at Scapa Flow in the midst of the Home Fleet Regatta.

To crown a really grand cruise we leave here at the end of the week to visit Oslo, Copenhagen and Stockholm.

H.M.S. PHOENIX

THE MOST important item of news from Phoenix this month was the awards, announced in the Birthday Honours, to Shipt. Lieut.-Cdr. C. Haynes, R.N., who receives the M.B.E. and the B.E.M. to C.P.O. J. A. Radford. Our sincere congratulations.

Although the wet weather caused a crisis in the cricket fixture lists, this past month has seen an inter-part match practically every other night. So far the Supply Branch are the favourites, but Horsea and the Seamen teams may easily upset form. In the Inter-Establishment Knockout Contest, we have been drawn against R.N.B. By the time that this is being read, the result will have been resolved. Let's hope that R.N.B. will have the same sort of shock as did Dryad when they were knocked out by Phoenix in the tennis competition.

On Tuesday, June 29, a team and spectators go to the London sports ground of the Phoenix Assurance Co.

for a one-day match. The return will be played down here some time in July. It is intended, now that sports liaison has come about, to make this match an annual event.

Wednesday, June 16, saw a party go to London, firstly as guests of Pathé Ltd., thence to Earl's Court to support Pompey. Although Pompey were beaten by Devonport, it was such a close thing that only three seconds separated the two teams. Vocally, the Pompey supporters had the edge of the others. So much so, that the commentator mentioned this in his broadcast during the run. Next year we intend to make even more chucking-up noise to assist in putting Pompey first instead of second. This year has been a close affair. Hard luck, Pompey, well done.

The fruits of all the hard work put in on the gardens can now be seen. The roads, plots, all are ablaze with colour. If the plans for next year mature, the Portsmouth Corporation had better look to their gardens or Phoenix will steal their laurels.

Building and alterations are going apace; likewise the foundations for the new tennis courts. With any luck, too, with buildings no longer required approved for demolition, this time next year will, we hope, see a full-size football pitch being laid down in the Establishment.

Still awaiting final confirmation is the proposed direct variety broadcast on July 22. If it is as enjoyable as the one put over on the Light Programme on June 25, we will be favoured indeed.

Stop Press

It has just been learnt that the Phoenix bid to put on a pageant, as the Royal Navy's contribution to the Alamein Reunion in October, has been approved by Their Lordships, Lieut.-Cdr. E. H. N. Shute, R.N., will write and produce "Grand Ukkers." This year the Reunion will take place at Wembley instead of Earl's Court. More details will be announced later.

"The Bird"

H.M.S. ARIEL "At Home"

ARIEL WAS commissioned at Worthy Down, Winchester, in July, 1952, having come south from Warrington, Lancashire. It is the Air Electrical School of the Royal Navy. The Southern Naval Aircraft Salvage and Transport Unit and an Equipment and Trials Section are based here. The airfield is used for dive-bombing practices by R.N.A.S. Ford and for weapon-throwing runs by H.M.S. Vernon.

There are over 80 Portsmouth Division ratings at Ariel, which is a Portsmouth "ship" for branches other than Air.

We are new to Portsmouth area and may not be widely known. You can get to know us better, if you wish, on Thursday, July 22, when we are having an "At Home." This will include displays by various departments (W.R.N.S., P.T., Band, etc.), exhibitions, sports and other competitions and demonstrations (fire-fighting, helicopter, aircraft equipment).

Admission will be free to Service men in uniform. Civilians will be charged 1s. (children 6d.). There will be a children's corner and also refreshments. The gates open at 1 p.m. Proceeds go to naval charities.

If you find yourself with Thursday afternoon, July 22, free, come along and visit us. Apart from an interesting afternoon, the visit to the Hampshire countryside would be well worth while.

Continued on page 8



.....ONE END IN THE WATER, THE OTHER SWINGING HIGH IN THE AIR.....

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THE FLEET

The Royal Navy of the Future

HISTORY OF THE FLEET AIR ARM

AT THE outbreak of the First World War the Royal Naval Air Service, then in its infancy, consisted mainly of seaplanes and airships. By the end of that war it had grown to quite a sizeable part of the Royal Navy. In fact, on "April's Fools Day" in 1918—the day the Royal Naval Air Service amalgamated with the Royal Flying Corps to become the Royal Air Force—the Navy lost some 50,000 officers and men, 2,500 aircraft and, scattered all over the world, nearly 100 airfields.

One year before this massed transfer of men and material the first deck landing had been made at sea by a naval officer, Squadron Commander Dunning, Royal Naval Air Service, who, flying a Sopwith Pup, alighted on the forward flying-off deck of H.M.S. Furious. Previously a battle cruiser, H.M.S. Furious had been converted into a carrier. Dunning made a total of two deck landings, only the first being successful. A tyre burst at his second attempt and he went over the side into the sea and was killed.

Between the Wars

For the next twenty years—from 1918 to 1938, when the Navy took over its own flying once again, the task of developing aircraft was the responsibility of the Air Ministry. Naturally, while grappling with such mighty and imponderable tasks such as building up the air defence of Great Britain, and of London, and while producing, from very slender resources, an adequate striking force to meet any enemy, the aviation requirements of the Fleet Air Arm were low on the priority list. Nevertheless, progress had been made, and by 1938 landing on a flight deck had become an accepted normal practice and the aircraft carrier had become a recognised capital ship of the Fleet. Regrettably, the development of naval

aircraft had not been able to keep pace, and in 1939, at the outbreak of the Second World War, the Fleet Air Arm's seven carriers, which included the brand new Ark Royal, were equipped with such obsolete aircraft as the Sea Gladiator, Roc, Skua, Fulmar, and—the Navy's mainstay—the Fairey Swordfish. Better aircraft were to come, notably the naval version of the Hurricane and Spitfire, but in the opening years of the war the pilots of the Fleet Air Arm were ill equipped indeed.

The Second World War

Throughout the war, carriers were the main target of the enemy's striking force. The first naval casualty of the war was the aircraft-carrier Courageous, which, two weeks after war was declared, was torpedoed and sunk 500 miles west of the Scilly Isles. The other Fleet carriers to be sunk were the Glorious, Hermes, Eagle and Ark Royal—the last named, according to the enemy's radio, on many occasions. Of the seven carriers which were in commission at the outbreak of hostilities only the Argus and Furious survived the whole war. But these losses were offset by the addition of six Fleet carriers: the Illustrious, Formidable, Victorious, Indomitable, Indefatigable and Implacable, as well as many American lease-lend "Woolworth" carriers, and British "Light-Fleets" of the Colossus class. As well as by these fine ships, Atlantic and Russian convoys were also covered by aircraft from converted merchant ships, capable of flying-off and landing on a few aircraft. These "Mac" ships (Merchant Aircraft Carriers) did sterling work in all weathers.

Many million square miles of ocean were searched by carrier-borne aircraft. Enemy submarines could never be certain that an aircraft would not be overhead when they surfaced, no matter how obscure the ocean in which they were operating; and, of course, this sea-borne aircraft potential represented an ever-present mobile threat. Enemy surface raiders could be pursued and struck from the air in any sea, anywhere, and at any time. Although the number of carriers was comparatively small, this possibility represented a very real threat which effectively prevented any proper relaxation by the enemy's maritime force.

Throughout the war the Fleet Air Arm operated ashore as well as afloat and flew in every theatre of war. It is not generally known, for instance, that many naval pilots were loaned to the Royal Air Force for the Battle of Britain; and in the Mediterranean, several naval squadrons assisted the Army in the Egyptian and Libyan Deserts, operating from desert airstrips. Swordfish flew from the mountains of Albania, helping the Greeks in their forlorn struggle, first against the Italians and then against the Germans, sinking fifteen ships in the first two weeks of the Greek war. Naval fighter pilots helped to defend the island of Crete, operating from Maleme airfield. For many months of 1940 and 1941, flying from Malta, naval Swordfish were the only night-striking force to operate against enemy ships: during five months of 1941, flying nightly and in the face of heavy bombing attacks every day, that squadron sank 250,000 tons of Rommel's shipping.

Aerial Engagements

Many famous Fleet Air Arm engagements will go down to posterity in British naval history. Outstanding amongst these were the Battle of Taranto, when Swordfish from Illustrious crippled the Italian Fleet; the Battle of Matapan, when aerial torpedoes fired by aircraft from Formidable and by Swordfish from Maleme airfield, at Crete, slowed down the Italian Fleet so that the Navy's big guns could overtake and finish the enemy; and the sinking of Bismarck, found and struck by naval aircraft from Victorious, taking-off and landing in heavy seas when the flight deck was rising and falling 60 feet every 30 seconds. Again the Fleet were able to deliver a knockout blow; the tragic and lonely fate of the six Swordfish which were the only aircraft to find the Scharnhorst and Gneisenau, when

those two ships crept out of Brest, in fog, and steamed up the English Channel. For this attack Lieut.-Cdr. Esmond, the leader, earned a posthumous V.C.

In the Pacific war, British Fleet carriers joined forces with the United States Fleet, their aircraft operating against Japan until the bitter end; and more recently, in Korean operations, carrier-borne aircraft again proved their worth, the Triumph being the first to arrive and her aircraft the first to operate against the Communists when hostilities first began. Many other carriers were employed in Korean waters throughout that war.

From small obsolete beginnings the Fleet Air Arm has fought hard and well, and with great success. For the majority of attacks by naval carrier-borne aircraft it was necessary to maintain secrecy as to the whereabouts of the Fleet, and the policy, generally, was for the Press and the B.B.C. to credit these attacks to the Royal Air Force, which is why, throughout the war, very little was heard of the activities of naval aircraft. The wisdom of this policy was borne out time and time again.

The development of naval aircraft, which got off to such a bad start, never really caught up throughout the war. In this respect it is interesting to note that the Swordfish was the only aircraft to be "in" at the beginning and "in" at the end of the war. It is only now, after nine years of peace, that design is beginning to match demand. The two latest British innovations—the steam catapult and the angled deck—both of which have been adopted by the United States Navy, are a clear sign that, in the modern Fleet Air Arm, carrier design has at last to keep pace with aircraft development, and not the other way round as it was between the two World Wars.

NEW RATING AIRCREW

NOT TO all is given the opportunity to rise above their friends on the ground, but a recent Admiralty Fleet Order granted this privilege to certain ratings in the Aircraft Handler and Underwater Control categories.

The Fleet Air Arm has asked for volunteers from these branches for aircrew duties in multi-seat aircraft and helicopters. For the naval airman (Aircraft Handler) these duties would include target towing and photographic marking in shore-based, twin-engined aircraft attached to Fleet Requirement Units. The Seamen Underwater Control ratings may fly with the Navy's latest anti-submarine helicopter squadron practising their art from a different medium.

Selected volunteers who successfully complete the course will be employed as aircrew for an initial period of four years, after which they will resume normal duties in their parent branch. They will, however, be eligible to volunteer for further aircrew service after completing two years, or a normal foreign commission in general service. Senior rates who have completed two or more periods may, should they so volunteer, be employed on aircrew instructional duties even if they are no longer medically fit for flying.

At the end of training, the Rating Aircrew badge will be awarded; it is worn on the left sleeve just above the cuff and is identical in design to the old Telegraphist (Flying) badge. Once this badge has been awarded it will normally be kept for the remainder of the holder's service whether or not he is employed in flying duties.

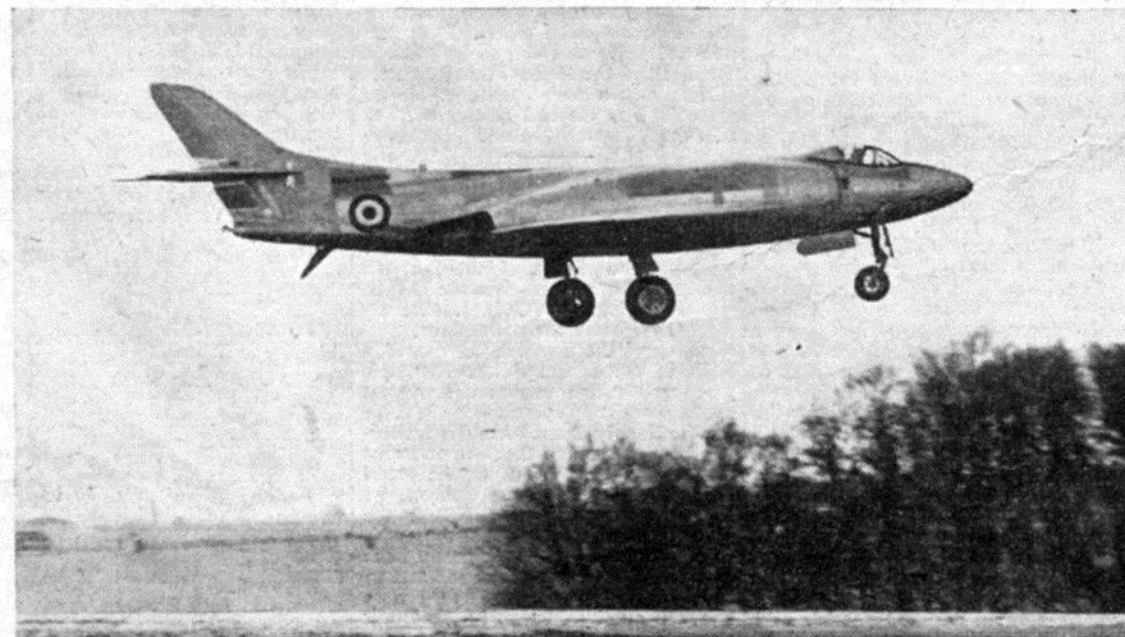
Flying pay of 3s. 6d. a day will be paid to the qualified man for the duration of his loan for aircrew duties.

Portsmouth Port Division has been allocated the highest number of vacancies in this scheme, and the Admiralty state that if there are sufficient volunteers from home service, men will not be withdrawn from abroad. For those who are keen to "get their feet off the deck" here is the chance.



BRISTOL 173 (PROTOTYPE)

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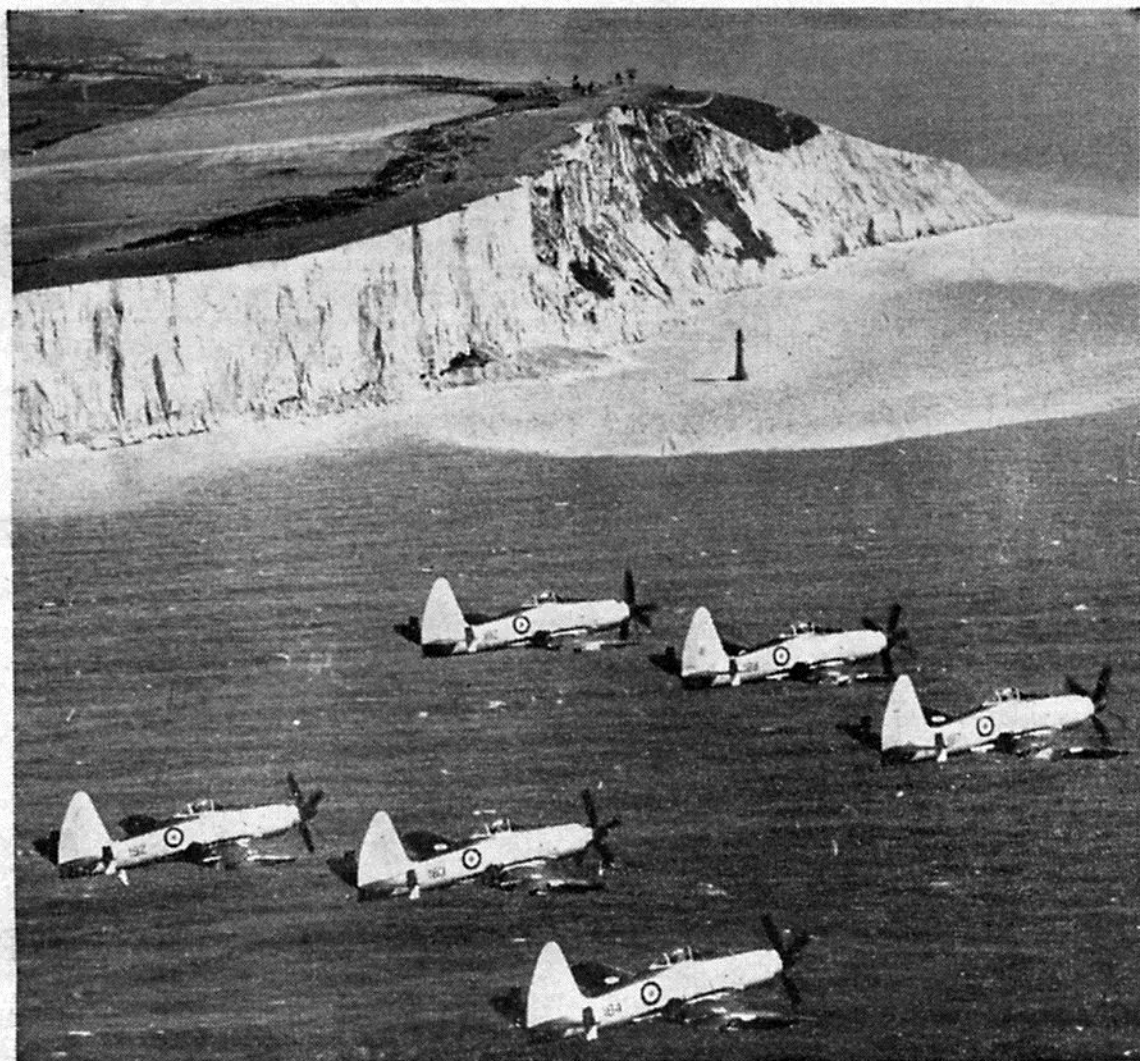


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AIR ARM

Wyverns over Beachy Head



WESTLAND WYVERNS

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THE FLEET AIR ARM PIONEERS

Development of the Helicopter and the Fixed-Wing Aircraft

THE PHOTOGRAPHS on this page illustrate two fields of military aviation which the Royal Navy has pioneered in this country, the helicopter and the fixed wing aircraft powered by a turbine engine driving a propeller.

Helicopters

Having led the development in the United Kingdom of the helicopter for military purposes, and having gained considerable experience of helicopter operation, the Royal Navy is now interested in larger twin-rotor helicopters for use in the anti-submarine role. The Bristol 173, the prototype of which is shown on this page, is an example of a relatively large, twin-rotor helicopter which might be expected to carry the "dipping asdic," other modern submarine detecting devices and a new generation of anti-submarine weapons.

Both the Wyvern, the Navy's standard strike aircraft, and the Gannet the new heavy anti-submarine aircraft, make use of the combination of a gas turbine engine driving a pro-

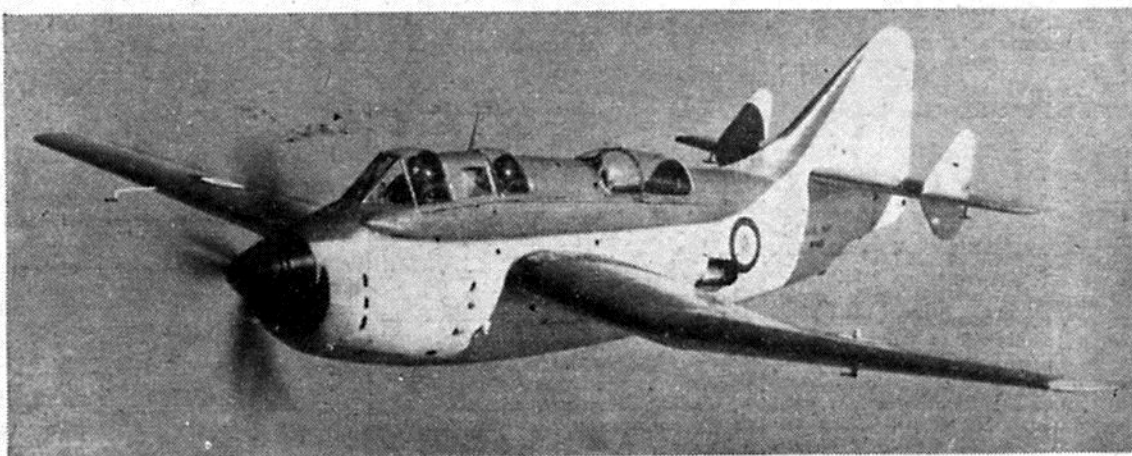
peller. This combination is used in the Viscount, a civil airliner, but it is not found in any other British military aircraft. In the Wyvern the turbine engine drives contra-rotating propellers and ensures that the aircraft can carry a heavy strike load for a long distance at high speed. The Gannet is a twin-engined aircraft in which the engines drive co-axial contra-rotating propellers. This aircraft, which was specifically designed for anti-submarine work, carries a comprehensive load of detecting and "killing" equipment. One of the requirements of an anti-submarine aircraft is that it should have a long patrol endurance yet should be capable of high speed when going in for the kill. The Gannet can be flown on one engine when on patrol; the second engine can be cut in instantaneously when high performance is required.

The Sea Hawk

The Sea Hawk is the standard Fleet Air Arm fighter of today. Although it has a higher landing speed than earlier naval aircraft, associated with its high top speed, it gives such an excellent view from the cockpit, that pilots find it easy to land on the deck. The next generation of naval fighters can be expected to have swept-back wings and may be powered by twin jet engines employing reheat. They will probably be able to exceed sonic speed in level flight and will be able to carry the most up-to-date air-to-air guided missiles.

The Vickers Supermarine 525

The Vickers Supermarine 525, shown opposite shortly after take-off, is an experimental aircraft which has been developed for the Royal Navy. Its configuration with swept-back wings and twin jet engines typifies what may be expected in future naval fighters.



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Command News (contd.)

H.M.Y. BRITANNIA

IT IS to be hoped that readers will forgive the author for adding to the many thousands of words already written about H.M.Y. Britannia.

First a word about our ship's company. As many readers will know, volunteers were originally called for from all ships and establishments regardless of depot. Eventually 1,500 selected volunteers were interviewed, some of whom had been sent home from foreign service for the occasion. Names of the selected ship's company were promulgated and shortly afterwards we were drafted in the Royal Naval Barracks, Portsmouth, where we were measured for our Royal yacht suits. A special train took us up to Glasgow and there we joined Britannia, which was at that time under the command of Commander J. S. Dalglish. During the following six weeks we were all fully extended in the process of "working up." The author of this article has taken part in the "working up" of several ships, but can never remember a ship's company which worked as hard as did Britannia's during this period. Our first Royal duty lay not too far ahead, and there was almost a sense of urgency attached to everything we did. The weather did its best to hinder us, and soon after sailing for the first time we ran into a Force 8 gale, which was to be followed by others in the weeks that followed. There was little let-up after our arrival in Portsmouth, and I think that it was with a feeling of general relief that we finally sailed for the Mediterranean with their Royal Highnesses. They were to become a familiar and cheering sight to us all in the weeks ahead.

You will all be familiar with the details of our outward and return journeys. Many glamorous word pictures were painted of us, and at this juncture it would be appropriate to correct the impression that seems to exist in some people's minds, that we lived a life of unparalleled ease and luxury. Our Service readers will have realised that an enormous amount of hard work goes on behind the scenes, and it is also true to state that we enjoyed a lesser degree of relaxation than we were accustomed to in general service. However, the privilege of rendering personal service to the Royal Family and of sharing to a large degree in the colour and spectacle which always surrounds their movements affords a very real and satisfying compensation.

Were any Royal yachtman asked to recall the outstanding spectacle of our recent journeying, he would almost certainly select the occasion when Admiral The Earl Mountbatten of Burma in H.M.S. Glasgow led the Mediterranean Fleet past Britannia at high speed to salute Her Majesty. This was a sight which outvalued any Hollywood extravaganza and one which most of us will never forget. Certainly the moment of greatest satisfaction was felt when we arrived at our Thames berth amidst a deafening background of cheers, church bells and sirens, and the family reunion took place. It was on this same day in Britannia that the Flag Officer, Royal Yachts, Vice-Admiral Sir Connolly Abel Smith, who had assumed command of Britannia in Malta, was knighted by Her Majesty, an event which afforded us all great pleasure.

With the departure of our Royal passengers the yacht was strangely quiet and it hardly seems possible as we lay here in our berth at "H" moorings off Whale Island that we were such a short while ago the focus of all eyes. We are, of course, still in full commission and at short notice for Royal duty.

Royal yachtmen ashore are still the subject of some curiosity, and most of us have, at one time or another, received attention from members of the public. The latter have asked many questions of us and as a result we have had to develop a degree of diplomacy in order to meet the problem of being sociable and at the same time reticent

about the more personal aspects of Royal service.

One big problem which had to be faced was the creation of a pleasantly relaxed and yachtlike atmosphere into which our Royal passengers would settle comfortably, at the same time preserving the discipline and efficiency which exists throughout the Service as a whole. Careful organisation and whole-hearted co-operation by everyone solved this problem successfully.

As far as living conditions are concerned it should be sufficient to say that we settled quickly into a familiar environment. Our mess decks are somewhat more roomy than we have hitherto been accustomed to, and the chief and petty officers enjoy as do ratings in new-construction warships the previously rare luxury of a bunk. Our food, leave and ship's routine are on a par with general service, and contrary to odd rumour we do not live exclusively on a diet of chicken and champagne, nor as was forecast by one extravagant citizen did ratings receive an issue of fur-lined hammocks and doleskin blankets.

In conclusion, your Royal yacht correspondent would like to state that the only slight "dampener" on the great pleasure and pride we felt in rendering our recent service was experienced when reading articles which stated that Britannia was an extravagance and that the maintenance of her and her ship's company was an unjustifiable expense. No person who realised fully the wonderful success of the recent Commonwealth tour, and who appreciated our high status as a Sovereign nation, could countenance such an opinion. In the years to come we feel confident that Britannia will render such service as to please the most exacting section of public opinion.

H.M.S. DAEDALUS

H.M.S. DAEDALUS held their annual sports day on Thursday, June 3, and a large number of spectators enjoyed a sunny afternoon. The meeting was held on the airfield under A.A.A. rules. Memorable performances were the effortless running of L.A. Smith and Wren Richardson, the excellent timing of E.M.A. Burbridge in the three miles, and the style of N.A. Watson in the mile.

The humorous high-lights of the afternoon were the chariot race, in which all the participants collapsed in their eagerness to reach the winning post, and the boat races, in which the crews made feverish and largely futile attempts to keep in step. The veterans' races received much vocal encouragement, though the efforts were prodigious. One very senior officer was observed to bite the dust. The obstacle course was heavy going and E.M.A. Blake climbed, squirmed and rolled his way to the post with commendable agility. The Tug-of-War Shield was won by 801 Squadron after a hard-won battle with the Training Division.

The shield for the highest aggregate was won by the Engineering Division. The prizes were presented by Lady St. Clair Ford, who was presented with a bouquet by charming little Doreen Stevenson.

H.M.S. STARLING

SINCE OUR escapades last appeared in this column we have covered a few more varied miles. In company with Capt. "D" in Boxer, we had a week-end in and around Dartmouth with cadets embarked. Capt. "D" put us through many rigorous evolutions and, as we executed these in competition with Boxer, they usually proved very interesting. Our repeated successes in this field are always good for the morale. We were fortunate enough to be granted shore leave in Falmouth and the charming little village of Mevagissey, also in Cornwall. As one might expect, both these places were lacking in entertainment, but the ship's company managed quite competently, I thought, to make their own. The weather was consistently flawless

during the whole trip, making it most enjoyable.

Shortly after our return to Portsmouth we were condemned to dry dock, where we are now lying in an advanced state of chaos. We shall be very happy to leave this constant discord of noisy machines and return to our normally tranquil existence.

Our two cricketers, Lieut. Stark and A.B. Smellie, have been playing regularly for United Services teams. A.B. Smellie played for the Royal Navy XI versus the Free Foresters. He has also been selected to play for the Royal Navy Cricket Club. Lieut. Stark has been selected to play, once more, for United Services in the match versus the Royal Naval College, Greenwich, this week-end.

A.B. Milsom, who was so successful in the Command Shooting Competition last month, has been drafted temporarily into H.M.S. Excellent as a probable for the Bisley shoot. If he is chosen to shoot we are all confident he will justify his selection.

Our docking period terminates early in July, and we are all looking forward to returning to the full programme, which is ours, for this month.

O/Tel. A. S. Cook

H.M.S. TENACIOUS

THIS MONTH the emphasis has been on sport. Whaler crews have been pulling against each other, and heats have been decided every other day during the week. Training for the Squadron sports increased and reached the climax today with the sports being held.

Between June 12 and 19 the ship paid a courtesy visit to Portrush, which is one of Northern Ireland's premier holiday resorts. Once again sport played a prominent part in the agenda. Several matches were arranged against Portrush, Coleraine and Portstewart. Hockey and soccer mainly, because cricket was a "washout." Some games were won, some lost. However, after all the games meals were laid on, and excellent meals they were by all accounts.

August will be "vale" for Tenacious, as we pay off, but the ship's company wishes NAVY NEWS all the best in future editions and *Dews vobiscum*.

SPORTS.—1. Loch Ruthven, 43 points; 2. Tenacious, 37 points. 100 yards, dead heat between L.S. Lindsay (Tenacious) and P.O. S. M. Withey (Loch Ruthven); 220 yards, 1. L.S. Lindsay (Tenacious); 880 yards, dead heat, L.S. Platt (Tenacious) being among the two contestants for first; high jump, 2. L.S. Platt (Tenacious); discus, 2. E.M. Loach (Tenacious); mile medley relay, 2. L.S. Platt.

In the mile medley relay L.S. Platt took over the baton 40 yards behind the rest of the contestants, by sheer determination, however, he came second. Well done, Bob!

E.M. Loach had never thrown a discus before in his life, and did not even bother in one of his attempts to "twirl" his body. All the more startling was the fact that in that throw he sent the discus for over 80 feet.

L.S. Platt and Lindsay were presented with two medals each, and E.M. Loach with one.

The ship's company offer their condolences to the rest of the team. We all know how rigorous their training has been. Hard luck!

H.M.S. TYRIAN

TYRIAN'S FIRST exploit after returning to Portland from leave at Chatham, was to spend a few days pretending to be part of the Home Fleet. More precisely, we joined in Operation "Loyalty," spending the second week of May in, and around, Torbay and enjoying some high-speed steaming for a change. Our part in the operation might be summed up as "Fifth from the left in the chorus," but we nevertheless were very proud to be there and consider that our cheers were as hearty as any. So much so, in fact, that one or two seamen have had to be compensated for loss of caps!

The following weeks were something of an anti-climax; the old daily round of "Casex" from Portland. At the end of May, Operation "Seaport III" gave us a real submarine chasing exercise.

We visited Portsmouth the next day—Sunday—and enjoyed cruising up the Solent waving languidly to people in luxury yachts. We loaded torpedoes next day, and fired them, as a change from dummy squibs.

We were back in Portsmouth a few days later, this time to embark a contingent of Royal Marines and R.A.F. personnel. Thus laden we proceeded to Cherbourg where they were to take part in the D-Day anniversary ceremonies. Cherbourg was found to be rather dingy but some people enjoyed them-

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selves to judge by the bleary-eyed appearance of so many on the morning after. Some wine taverns, it appears, remain open until 0400 hrs. Our football team challenged the French Supply and Secretariat School, and on a pitch devoid of so much as one blade of grass and resembling a cinder track laid over a hard-court, we lost 3-1. The game was fast, clean and "continental" and the thrills included Tyrian's missed penalty. The game was closer than the score indicated as the French scored twice in the closing 10 minutes.

Over the week-end, we ourselves took part in the D-Day ceremonies, in company with H.M.S. Rocket and U.S. and French frigates anchoring off shore to provide background scenery. At Arromanches this purpose was rather lost as we were unable to see the shore. We can only assume that we were invisible from that direction also. However, off Omaha and Utah beaches we were able to see the ceremony taking place in the huge cemetery. During our return trip to Portsmouth our Royal Marine and R.A.F. friends told us that they had spent a very wet and miserable week-end under canvas. Having delivered them safely we returned to Portland—back to Casex.

After a week of hard work we left on Friday evening for a week-end's relaxation at Guernsey. There we enjoyed bathing, dancing, drinking and generally having a good time. And now? Back to Casex, but with 36 torpedoes to fire and 36 to recover in a period of 10 days to prevent us feeling too idle.

H.M.S. WRANGLER

THIS JUNE is our first anniversary month of being out in the Mediterranean. It seems but a few weeks ago we sailed from the Review and Spithead, and now we will soon be one of the oldest members of the station.

We have had quite a full year to look back on—Gibraltar, Istanbul, Bone, Athens, Toulon, Taranto, Tripoli, and two earthquakes and a hunt for the crashed Comet, "Yoke Peter," to add spice to the mixture.

So now we are spending a "quiet" time in Malta, except that we have the Admiral's Inspection in July to occupy our time and minds.

Soon we shall be going to Sicily with Wakeful for exercises with the Italians, during which period a lot of us hope

we can look at the beauties of Taormina. It should be a worth-while visit.

H.M.S. EXCELLENT

THE ORIGINS of the Glorious First of June celebrations were explained in the last issue of the NAVY NEWS. As mentioned, The Queen's Royal Regiment and H.M.S. Excellent hold a yearly reunion, the celebrations being staged at Guildford, the Regimental Depot, and Whale Island alternate years.

This year it was Whale Island's turn to act as host, and representatives of The Queen's Royal Regiment were entertained on May 28 and 29.

Despite the weather, the annual cricket match was played during the two days, on the upper lawn and this year the trophy, a silver rose bowl, was won by H.M.S. Excellent by six wickets in an exciting last 10 minutes. The teams were composed of past and present personnel, and Whale Island's team was captained by Capt. N. S. Henderson, O.B.E., R.N., a past Commander of Whale.

On the first night officers of the Regiment were dined by the Wardroom with General Sir George Giffard, G.C.B., D.S.O., the Honorary Colonel of the Regiment, as guest of honour.

After dinner, the officers joined the warrant officers, sergeants and old comrades in a stag party arranged by the staff instructors, the high-light of which was a sketch, "Cinderella," performed by the chief petty officers. A trio of professional entertainers also assisted to keep the party going. Definitely a night to be remembered and definitely a stag party.

The following morning, 30 junior N.C.O.s. and other ranks toured the Island learning a few secrets of naval gunnery, and were taken on a trip round the harbour, concluding with a visit to the Victory.

The celebrations ended with an all ranks' dance in the Fisher Hall. Strange to relate, the men were out-numbered but managed to give a good account of themselves.

It is to be hoped that the opinion of the hosts that the week-end was most successful is shared by the guests. We are looking forward to next year's celebrations at Guildford.

C.P.O. Wtr. D. J. Mortimer

Continued on page 9

ATOMIC ENERGY RESEARCH ESTABLISHMENT—HARWELL

There are a considerable number of vacancies at Harwell for ex-Royal Navy personnel, or those to be released during 1954-55, especially in the following classes:

ENGINE ROOM ARTIFICERS
ELECTRICAL ARTIFICERS (INSTRUMENT AND RADIO)
ORDNANCE ARTIFICERS
RADIO ELECTRICIANS

Other Tradesmen are required and should apply.

There are also vacancies for both men and women for Resident Catering and Hostel posts, Process Work, Security Watchkeeping, Laboratory Attendants, etc. Further details are set out in the booklet "Careers in Atomic Energy" which can be obtained from the address below, or from the Re-Settlement Officer, Royal Naval Barracks, Portsmouth.

SENIOR LABOUR MANAGER, A.E.R.E., Harwell, Didcot, Berks.



THE BARRACKS COLUMN

Divisional Officer's Report

THE FOLLOWING report was recently seen on a form S264. "A clean rating—after being bathed—but not very smart. He completely disregards inspecting officers and has even been known to fall asleep when on parade. A quiet, unassuming, easy-going type who never gets 'rattled'. Voice of command very good. Good at any games played with a ball. Goes around with a look on his face as though he has all the cares of the world, but actually he is very happy in his work."

The occasion for this report was on change of Divisional Officer.

The rating concerned—Able Bulldog King, R.N.B. mascot.

The R.N.V.R. Jubilee Review

This, despite the weather, was a most inspiring, impressive and successful review, held on the Horse Guards Parade in London. These chaps did their work up on the barracks parade ground and collected much sympathy from us for having to do it for three solid days in the rain. Never was so much gold braid seen fallen in three deep for so long a time. Well done the R.N.V.R. We hope we made you reasonably comfortable during your stay with us. Come again sometime.

Drafts

In June we sent off new ships' companies to Newcastle and Chevron, the former for foreign service in the Far East and the latter for general service. An old custom was revived when the new companies marched out of the barracks to their ship, being passed by the old companies on their way in on Lion Terrace. We do not expect the old ships' companies to stay long in the barracks. Courses, jobs near home town and release will see to that. Since the drafting feature in the June issue, a considerable number of volunteers have come up for foreign service—good show. The new scheme is now getting into its stride and it does at times leave the barracks rather empty.

Portsmouth Field Gun Crew

From this column we should like to say "Well done" and we wish the next crew better luck—watch the chasm!

H.M.S. Victory

There is no truth in the rumour that the famous flagship is going to sea. The small draft recently sent down are to assist in showing round the large number of visitors expected during the "summer" months and on Navy Days.

R.N.B. Sports

These were held at Pitt Street on Wednesday, June 16, in really fine weather. The competitors put up a good show and the spectators were treated to a fine performance by A.B. Jackson, who arrived in the barracks the previous day and won the three miles race in beautiful style. Another hard race, the 3,000 metres steeplechase, was won by L. S. Day. The aggregate cup was won by Frobisher Division. The cups and medals were kindly presented by Mrs. McGeogh, who was handed a bouquet of flowers by Miss Pittard. It was a great pity not to see many more spectators. Fuller details of this athletic meeting will be found on the sports page.

Coming Events in July

July 21.—Victory Gala Day. On this day the barracks will be open from 3 p.m. to 7 p.m. to the families and friends of officers and men. It is hoped that the gala will be opened by some well-known personality at 3 p.m., after which there will be races, competitions and sidshows in the wardroom grounds. The races will cater for all ages and both sexes, a special one being run for pensioners. For the children

there will be Aunt Sallys, treasure hunts, slides, tricycles, etc.

Keen gardeners should view the flower, fruit and produce show.

Many other shows and competitions are being organised. Prizes are being given for all competitions and races and will be presented immediately after the races.

Tea will be available in the marquee on the parade ground for junior rates and families and in respective messes for C.P.Os. and P.Os. and their families from 4 p.m.

At 6 p.m., on the parade ground, the tug-of-war final will be pulled off followed immediately by the Victory Cadets field gun run.

The gala will be brought to a close by the ceremony of Beating "Retreat." What about the weather? If July 21 is unsuitable, the gala will be on July 23.

Anson Group Dance. — Anson Group (Seamen) hold their first dance in Anson block from 7.30 p.m.

July 22.—Summer leave starts for those entitled to 14 days' leave.

July 23. — "Sporting Questions." This popular entertainment now current in the Light Programme of the B.B.C., has asked R.N.B. to represent the Navy. On the night of July 23 the programme will be presented and broadcast from the Victory Theatre from 8.45 p.m. to 9.15 p.m. It is known that Raymond Glendenning will be on the panel of experts.

July 31.—Navy Days commence.

D. G. B.

H.M.S. CERES

New Commanding Officer

CAPTAIN (S) R. A. BRAINE was relieved as Commanding Officer, H.M.S. Ceres, on June 4, 1954, by Captain (S) R. W. Paffard, C.B.E.

Captain (S) Braine's new appointment is Command Supply Officer Air (Home) in the capacity of Acting Rear-Admiral (S) and we wish him every success in the new appointment.

Queen's Birthday Review

The Queen's Birthday Review in H.M.S. Ceres on June 10, proved a big attraction. Three hundred and fifty officers and ratings paraded and the Reviewing Officer was the Fourth Sea Lord, Vice-Admiral F. R. Parham, C.B., C.B.E., D.S.O.

The Royal Standard was broken at the mast-head and the parade advanced in review order giving the royal salute on completion. The *feu-de-joie* was fired and the parade gave three cheers for the Queen. The parade then paraded past in column.

Among the spectators were representatives of the Army and the Royal Air Force; Brigadier T. C. Cooper, of Northern Command, Lieut.-Colonel A. F. Tewley, of York, and Lieut.-Colonel Colton, of Harrogate, amongst those from the Army, and Air Commodore W. A. Stagg, of the Air Ministry, Harrogate, with others from the Royal Air Force.

The Chief Constable of Leeds and his wife also attended, and civic dignitaries included the Mayor and Mayoress of Ripon.

There were sea cadets from York, Harrogate, Leeds and Bradford, school children from numerous schools and members of the public.

Ceres is thus doing its part in showing the flag in Yorkshire.

Sport

Ceres has not made a very successful start to the cricket season. Of the 13 fixtures arranged for May, two were won, three drawn, five lost and three rained off. Although this is not an auspicious record, the games have all been closely contested and it is hoped that our percentage of wins will improve.

Leading the May averages are—

Batting: Lieut.-Cdr. (S) C. Weston, 36.16; Leading Patrolman Webb, 29.5. Bowling: Lieut.-Cdr. (S) R. Fisher, 17 wickets at 7.35 runs per wicket; Lieut.-Cdr. (S) R. Martin, 30 wickets at 7.52 runs per wicket.

General

On May 20 an opportunity was given for all instructors to visit the Yorkshire Light Infantry rifle range at Strensall, near York.

This proved to be a good day out and was enjoyed by all, particularly those who managed to earn good-shooting money.

The Drafting Commander (S) from Portsmouth paid us a visit on June 3 and talked to the trainees on the new General Service Commissions and broadly, how this would affect the present system of drafting. This was greatly appreciated and made us all feel that we were not forgotten.

PORTSMOUTH RESERVE FLEET
H.M.S. BELLEROPHON is only one, though probably the largest, of the Reserve Fleet Divisions, and like the remainder is heavily engaged in three principal tasks:

- (a) Preparing ships for Reserve.
- (b) Maintaining same in Reserve after acceptance. (Acceptance inspection by S.O.R.F. and staff is an intensified form of Admiral's inspection of the '20s and '30s. Those intending to come within our fold should not be misled by the word "Reserve"—*verb sap*).
- (c) Refitting, converting and modernising the ships in Reserve.

On Friday, June 4, the Commander-in-Chief inspected us at Divisions, and the fine Royal Marine Band, present for the occasion, was a real delight for us splendour-starved types more accustomed to paint-stained overalls. Last week we said good-bye to our S.O.R.F., Capt. Trevor Lean, D.S.O., and we welcome as his successor Capt. J. S. M. Richardson, D.S.O., who assumed command of Mauritius and became Senior Officer Reserve Fleet, Portsmouth, on June 24.

Among our local connections are the 49th Portsmouth Scouts and Wolf Cubs, who were adopted by Bellerophon in May last year. They attend Sunday service aboard quite regularly with their parents, and on occasions make trips of naval interest with us as their hosts—the most recent being by M.F.V. to Spithead to welcome home the Queen.

Bellerophon, by the way, is the "blanket-name" covering the whole of the Portsmouth Reserve Fleet, but our home is the cruisers Mauritius and Liverpool in Fountain Lake. We have recently been joined there by the Royal Yacht Britannia, which shares the same walk-ashore to Whale Island, and so far we have had no incidents, but we hold our breath every time an M.F.V. swings threateningly towards that lovely royal blue side!

"Ballyruffian"

H.M.S. REDPOLE

WHERE GLORY SHALL LEAD US

WHEN IT is written in the talented and respected columns of one of our provincial newspapers that a ship without guns, torpedoes or other lethal explosive blows up and sinks a dangerous floating mine off the Southern coast of England—and that ship, needless to say, is Redpole—we feel this gallant feat deserving of fuller mention in a wider press.

The fact of the matter is that this action was thrust upon us—a curt signal reported a mine floating a mile off St. Alban Head, to the east of Portland, and ordered us to engage and destroy.

There was nothing rash about our reaction. We did not at once ring down for "full ahead," but proceeded with circumspection towards the approximate position. It was the navigator who first espied the malicious, dark object bobbing up and down. Two teams of six marksmen lay prepared for imminent catastrophe, handling nervously the triggers of f2 rustic .303 rifles, determined to sell their lives dearly.

The Midshipman was detailed to keep the "object" in sight as we closed on a steady bearing. The ugly horns soon became visible, the spherical shape showed clearly as the object crested each wave. Yes, definitely a mine.

The ship edged shyly nearer the mine, while the safety catches of the rifles were eased forward. The First Lieutenant was seen to take careful cover as the mine drifted past the quarter-deck, and was heard to mutter "Not much hope for us now if it goes off."

At once a well-directed hail of bullets chattered, and even on the Bridge we could hear the deadened metallic whine as (some of) the bullets found their mark. There was no answering explosion, however—only a dull sigh of relief as "Jimmy" raised his head apprehensively above the hatch, and the order "ten rounds, load," from the Boatswain.

It was the team of Dartmouth cadets who finally settled the issue from point-blank range. As the ship moved ahead the mine faded away below the surface. It is believed that the number of rounds expended bears favourable comparison with such an action by any other ship, but we would far rather have our readers believe that this was a feat that ranks among the 10 most notable "unarmed" combats.

A. W. B.

P.T. SCHOOL NEWS

Royal Tournament Display Party

AT THE time of going to press, with two more shows to complete, the display party from the P.T. School are well pleased with the reception given to them by the public: no better tonic than enthusiastic applause to make up for the strain, and slight monotony, of putting on two shows daily. The "breakage rate" which goes with high box displays has continued its steady

decline, and readers will be pleased to learn that P.O. Buck, the Navy sprinter, is making good progress towards recovery from a cracked vertebra, which was about the most serious of injuries throughout the display. After a well-earned four days' leave most of the party will be settling down to the serious business of qualifying as P.T.I., and the Royal Tournament will be a thing of the past—until next year . . .

Retired

Leaving the School for civilian life this month is Lieut.-Cdr. R. S. Attwater, Hon. Secretary of boxing, fencing, athletics, swimming and basketball for the Royal Navy. Taking up the reins is Lieut.-Cdr. R. T. V. Kirke, who will be known to many for his activity in national circles in boxing, athletics and fencing.

Athletics

Doing much what was expected of them, at the R.N.B. sports, C.P.O. Johnson won the shot, discus and hammer; A.B. Grace won the javelin and long jump; whilst L. S. Day won the 3,000 metres steeplechase and pole vault.

Fencing

Once again, this year the Royal Tournament found the exponents of light weapons sorting themselves out into much the same order as might be expected from watching form in the past year. C/Sergt. Anderson, Royal Marines, again "cleared the board" with foil and sabre—enabling the statisticians to record him as equalling the number of consecutive successes as Dismounted Champion at Arms achieved by Lieut. J. Betts (Army) from 1906 to 1911.

Between them the Royal Marines and Royal Navy left little room at the top for the R.A.F. and Army. Worthy of special mention is P.O. Sayers, of the P.T. School, who was placed fourth in the foil, fifth in the épée, reaching the semi-finals in both the bayonet and the sabre—being most unfortunate in the latter to lose on the last hit of the last bout after leading by three hits to one. Sergt. McKenzie, of the P.T. School, went two better on last year's result (fifth) by coming third this year in the sabre, no small achievement for his second "go" at the Tour-

Continued on page 10

HAVE A TAVERN

the stronger ale at a lighter price

says "Hoppy"



Command News (Contd.)

ament—his fight with Anderson, which he lost by the odd hit in nine, was the best duel in the whole competition. It was noticeable how relatively few people watch the fencing at the Tournament. Strange when one remembers that it was the "Assault at Arms" for which the whole thing was originally devised. Perhaps the fencers have only themselves to blame, for from the heavy old "cavalry style" (which was quite attractive to watch) modern fencing has become so fast that even the officials have difficulty in seeing three hits out of four, and to the layman's untrained eye it is merely a blur of movement followed by a "Council of War" to decide whose hit it was: not a sport to appeal to many outside fencing circles. Interesting, however, is a statement by one of England's leading promoters who says "We have about 10,000 fencers in the country at the moment, and an ever increasing interest in club fencing . . . proving perhaps that it is not always the spectators who "make" a sport. H. A. W.

H.M.S. GAMECOCK

TUCKED AWAY in the Midlands, where one would least expect to find "Jack," is the Royal Naval Air Station at Bramcote, H.M.S. Gamecock by name, which, like most other ships and establishments, celebrated the Queen's Birthday with a parade and march past, the salute being taken by Rear-Admiral A. R. Pedder, R.N., who is the Assistant Chief Naval Staff (Warfare).

The outstanding factor of this particular parade is that although Gamecock is manned by Portsmouth, it is primarily a training establishment for Fleet Air Arm air mechanics, who are new entries to the Service, most of whom were being inspected by an Admiral for the very first time.

The most notable feature of the parade, which impressed all the spectators, was the fact that no verbal commands were given, all drill and movements being carried out to the tap of the drum.

Even "Wobbler," a beautifully coloured thoroughbred game-cock, which is the ship's mascot, seemed to understand what was required of him, and stood perfectly still throughout the whole parade in his cage which has been specially built for occasions like this.

Whilst on escort duties the other day I overheard two civilians pass the following remark: "It's a shame that the Navy have nothing better to do other than moan about a good dinner." I asked them what they meant, to which one replied: "Just a little way from where I live there is a young man who has just joined the Navy, and he is home on his first leave, and all he seems to talk about is some cockerel or other that had died."

To enlighten any other person who might be wondering about "the good dinner," here is an extract from the Daily Orders of H.M.S. Gamecock, dated November 27, 1953:

"Presentation of New Game-cock"

"The Commander received on behalf of Gamecock a new mascot from the Nuneaton Sea Cadet Corps, T.T. Vanquisher.

"From time to time Nuneaton sea cadets have received considerable help and encouragement from H.M.S. Gamecock, the Royal Naval Establishment at Bramcote, and have often felt the urge to show their appreciation in some practical manner.

"Lieut. F. C. Thompson, R.N.V.R., the First Lieutenant of the Sea Cadet Corps, whose hobby for many years was the judging and exhibition of poultry, realised that the time had arrived when 'Wallace,' the Gamecock mascot, was due for well-earned retirement on full pay, and set himself the task of finding a worthy successor.

"Old English game bred to a standard of excellence are rare in the Old

Country nowadays, especially black red cocks. With the help of his fancier friend, Mr. W. E. A. Green, of Attleborough, this bird was discovered in Derbyshire. It was bred by Mr. Pegg, of The Lodge, Ticknall, a gentleman aged 79 years, probably the greatest living authority on game fowl. He is head gamekeeper of the Calke Estates, now in the ownership of C. Jenny, Esq. His great-grandfather and his father have both been keepers in succession, and all three have bred the Old English Game Fowl since the day when fighting cocks provided fashionable sport; but, of course, they are now only bred for exhibition.

"Mr. Pegg was, in his day, one of the world's finest shots, and 150 cups and trophies bear witness to his feats as a breeder of game and his shooting prowess.

"'Vanquisher,' the bird now presented, is a true specimen of the Lord Derby Black Reds, bred for generations from the original pit game. He now enters upon his naval career and will worthily uphold the traditions of the Senior Service."

"Wobbler," who is a direct descendant of "Vanquisher," is now the ship's mascot. "Vanquisher" died from blood poisoning resulting from injuries sustained during a fight with a rat.

R.P.O. Bennett

H.M.S. DAEDALUS AND H.M.S. SISKIN

IT WAS very bad luck that the weather stopped so many people coming to the Air Day given jointly by H.M.S. Daedalus and H.M.S. Siskin at Lee-on-Solent on June 12. Instead of the 20,000 expected there were only 2,900, of whom 1,600 were adults and 1,300 children, but this misfortune attended naval charities only, to whom the profits from pleasure flights and the sale of programmes, etc., would have gone. The organisers were amply rewarded by the obvious enjoyment of the visitors.

There was a variety of interest and entertainment to cater for all. In the static display all the latest naval aircraft were shown, and with them examples of their formidable loads. The carrier model of H.M.S. Triumph, which has travelled all over the country doing so much for displays and recruiting, had a "new look" in the form of an angled deck, and there was a working model carrier demonstrating how naval aircraft are landed on and operated in the carrier. Other items of particular interest in the display demonstrated equipment used for aircrew safety, fire-fighting, aircraft handling and air traffic control. There was an ejection seat which was in constant demand for demonstration "shots" by children. Intricate lay-outs demonstrating the working of airborne radar sets and aircraft blind-flying instruments.

The flying display was delayed for half an hour, and in spite of intermittent rain and low cloud base, the only item cancelled from the programme was the parachute jump, which was a disappointment for everyone, but there were lots of people who were surprised that Mr. Rayner should have gone up in the helicopter to make the attempt at all. The visitors were thrilled by the massed take-off of 826 and 801 Squadrons, which disappeared in the clouds, to appear again later in fine formation. Seven helicopters of 705 Squadron flew past in formation and followed this unique spectacle with a demonstration of the breathtaking manoeuvrability of each of the three types. There was heard the loud shrieking of jets as a flight of four Sea Hawks took off and carried out some high-speed formation flying, and after a very graceful performance by the Olympia glider, a lone Sea Hawk gave a very fine individual display.

History of Gosport Airfield

COMPARED TO the vast modern airfields whose mile-long concrete runways straddle so much of the countryside the Air Station of Gosport cuts a modest figure, but we pride ourselves on a longer history than any of our distinguished rival establishments.

Its history starts in 1858 with the building of Forts Grange and Rowner, which comprised part of the land defences of Portsmouth, and beneath, behind and within their ravelines, lunettes, barbettes, machiolations, crenelles and other fortress features of medieval origin have lived many generations of airmen. Adjacent to these forts the government acquired a very large extent of land amounting to 1,600 acres. This was eventually to be converted into one large parade ground! One notes with mixed feelings that this project was never accomplished.

Six years after the Wright Brothers made their historic flight in America, two naval officers, Lieuts. Cochrane and Stocks, of the Submarine Depot, Fort Blockhouse, constructed a biplane in a large builder's shed in Elmhurst Road, Gosport. This was brought out to Grange Field and on November 20, 1909, prepared for flight. Unfortunately, in some way the starting tackle fouled it just as the machine was rising and it dropped heavily to earth. Lieut. Cochrane escaped without injury but the machine was badly smashed.

Shortly afterwards, under the auspices of a Mr. Patrick Alexander—a founder of the Royal Aero Club—a Hampshire Aero Club operated from the field using models of Maxim's and Cody's aeroplanes. In 1912 the site was chosen as one of the first five stations to house the Royal Flying Corps, No. 5 R.F.C. Squadron was the first to take possession in July, 1914, before proceeding to France on August 15, 1914.

In October, 1914, Squadron-Commander A. Longmore, R.N. (now Air Chief Marshal Sir Arthur Longmore), one of the original four naval officers detached to be trained as pilots in 1911, was selected to form No. 1 R.N.A.S. Squadron as a proper, organised unit at Fort Grange. The first flight to be formed was equipped with 80 h.p. Gnome Bristol tractor-type aircraft. Ground-crew for the squadron were rounded up from the bicycle and motor shops of Portsmouth and signed on as direct entries in the squadron, No. 1 R.N.A.S. Squadron proceeded to France in February, 1915, where one of its members, Flight Sub-Lieut. R. A. J. Warnford, R.N., shot down the first German airship, L.Z.37, near Bruges. A feat which earned him the first naval air V.C.

Until 1917 Gosport provided the Training Wing which took newly trained pilots from the Reserve Training squadrons and formed them into first-line squadrons in readiness for service overseas. The autumn of 1917 marked an important date in the Station's history when there was established at Gosport the School of Special Flying under the command of Major Smith-Barry.

Pupils were taught all those complicated aerobatics which had hitherto been thought too dangerous for any but the expert to attempt. The results of the training given by this school soon became apparent on the Western Front when the Gosport-trained pupils began to make their appearance.

In 1919 the Development Flight arrived and still exists today as the Aircraft-Torpedo Development Unit. This R.A.F. unit has for 35 years shared with Vernon and the Admiralty Department of Torpedoes the development of all aerial torpedoes.

In the period between the wars Gosport was the chief base for the Fleet Air Arm. The Home Fleet carriers landed their squadrons at Gosport on return to port and the names of many ships are linked with the station—Furious, Courageous, Hermes, Eagle and Argus. The year 1935 saw the assembly of all Fleet Air Arm Squadrons for a fly past on the occasion of the Jubilee review.

Throughout the last war Gosport remained a non-operational station, being entirely engaged in training, maintenance and experimental work. In August, 1945, Gosport was transferred to the Admiralty and resumed her original role as a training establishment. Probably the best known of the units at present based at the station is 705 Helicopter Squadron, its aircraft making a strange contrast with those of 40 years ago.

Capt. Charles Lindbergh and "Spirit of St. Louis" at Gosport in May, 1927. The aircraft was flown to Gosport for transport to Southampton, where it was shipped to America



Jill Adams, new girl in Pinewood's "The Young Lovers," found herself labelled Britain's Marilyn Monroe when she started her film career a few months ago. But Jill doesn't like the label—and as she has just beaten La Monroe into second place in a pin-up poll among British soldiers in the Middle East, she feels entitled to be called Britain's Jill Adams from now on

THE VAMPIRE STRIKES AT H.M.S. COLLINGWOOD

THE DAY of Blood and Tea arrived on, of all days, the Tuesday after Bank Holiday. I surveyed the First Lieutenant's handiwork with a sinking heart.

Half the Theatre had been transformed into something approaching a casualty clearing station. There were beds all neatly laid out in rows with clean mattresses, covers and pillows, and chairs in readiness for the "patients."

My heart began to resume its normal position; at least everything looked neat and tidy. The doors opened and in came the two teams, each consisting of a doctor and six nurses. For the next half hour panic ensued. Nurses changed from neat greatcoats to even more prim caps and aprons. Crates of bottles, looking more like milk bottles, were being unloaded together with a seemingly never-ending stream of Smith's Crisps. At last peace was restored and the operation ready to commence.

The doors opened again and 20 "bodies" came in. We were off. Cards were made out and fingers pricked for group testing. The patient then passed to the third table where the group was inserted on his card and for the third time he heard the words "No jaundice or malaria." From here he passed straight to one of the vacant beds, where the nurse affixed the Sphygmomanometer to his arm and said "Thank you, Doctor."

Before he really had time to collect himself he found a glass tube in his arm and his blood running into one of the bottles. Some eight minutes later he was on another bed minus one pint of blood, but the proud possessor of a packet of Smith's Crisps, his place taken by the next on the list. Ten minutes after that he was having a cup of tea. It was so simple, so orderly, and everything moved with clockwork precision—in theory!

Reality was a little different. Above the general hum of conversation you heard "Name, age, place of birth" from the tables where the cards were being filled in, "This won't hurt," from the girls who were busy sticking needles into people's fingers, "No jaundice or malaria" from the clerks' tables, "The nurse in the pink coat would like to see you," from the Petty Officer, and over all, a continuous cry of "Thank you, Doctor." Meanwhile we were getting dangerously low on patients, and the Petty Officer with the lorry collecting volunteers seemed to have disappeared off the face of the earth. We had run out of tea. Someone on a bed had dried up and could only spare a quarter of a pint, while other old-established "customers" had come to give their usual pint of "Neaters." At last it was 1215 hours and there is one hour's break for food; that is, for the doctors and nurses. The male members of the team disappeared with ominous speed in the direction of one of the Petty Officers' Messes clutching darts.

We return an hour later and soon one gets used to the normal noises; added to this there is now a heated argument among the technicians regarding the efficiency or non-efficiency on the dart board. Slowly the afternoon draws to its close. I have my 20th and, I hope, my last cup of sweet tea. The Petty Officer from the lorry and I have a frantic discussion whether, on the day's showing, we

shall exceed our last numbers, or at the worst maintain them.

The second day is approximately the same except for the fact that the team has had a breakdown and run into a herd of cows, and in order to arrive on time the drivers have had to assume superchargers and court police action, causing the nurses to arrive with palpitations—however we get off to a good start.

In the afternoon the flow of volunteers begins to flag. Visits from the Commander become even more frequent and relations between the collecting Petty Officer and myself become extremely strained. However when the last drop of blood has been drained and we sit down to our feverish addition we find that we have exceeded our last total.

We are not complacent, but we are still the largest producers, *pro rata*, of blood in the Navy. We have provided 1,274 pints of blood in the last four and a half months.

H.M.S. HEADINGHAM CASTLE 2nd TRAINING SQUADRON

OUR REGATTA crews have been hard at it of late preparing for the forthcoming regatta on July 7. Unfortunately certain members of our crews have left us (at the request of the Drafting Commander), thus we have suffered one or two setbacks. Although it has not been all "plain sailing" practice runs have improved the standard, and we look forward to a good regatta result as compensation for our part in the Squadron sports, in which we were unfortunate in our entries. Lady Luck failed to smile. Nevertheless we did get a mention—E.R.A. Whyley being placed third in the three miles' race, A.B. Swann and Stoker Mech. Lister obtaining places in the mile open invite.

So far we have not made our penance on the cricket field, since the weather has been totally unfavourable, and the few days it has been kind to us we have been at sea.

Forthcoming Events

Included in our future programme are week-end visits to Torquay and the Channel Islands, and if the "buzz" is right, it is Jersey. We are also guard ship at Shanklin regatta where, it is hoped, we will enter crews for the local regatta. It is expected that we may also manage a cricket match.

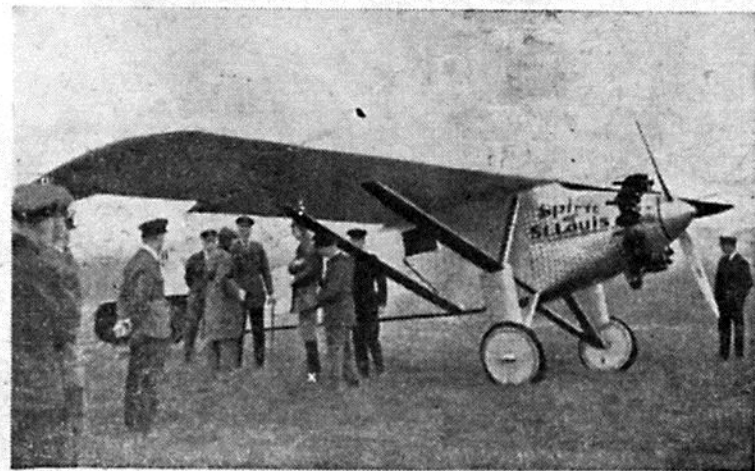
June 18

Last night we held our Ship's Company Dance at the Clinton Restaurant in Weymouth. It was quite a success, and Capt. "D" and his wife were our guests for a while. His wife kindly presented the prizes for the spot waltz and novelty dances.

The prospects of summer leave given from Portsmouth has given rise to a little excitement, since it may well mean a few extra hours at home to most of us. For the bitter part we find ourselves duty command ship between the first and second leave period.

We say good-bye to four "old hands" from the Stokers' Mess; they will no doubt find the warmer climates more tolerable than our own, but as one of our three-badge stoker P.O.'s reminded them "It was a two-and-a-half commish when I joined, my sons," but that, of course, was a long time ago; a long, long time ago!

J. R. M.



Command News (contd.)

NEWS FROM ROYAL MARINES BARRACKS EASTNEY

Queen's Birthday Parade

A ROYAL guard of 60 ranks under the command of Major G. P. D. Pease, R.M., paraded for the Queen's Birthday Parade on June 10, 1954, on Southsea Common.

The Queen's Colour was carried by 2/Lieut. J. M. Coleby, and the Regimental Colour was carried by 2/Lieut. M. V. Bull.

Second-in-Command of the Royal Marines Royal Guard was Lieut. C. G. Bellamy, R.M.

Royal Marines for Sea Service

Royal Marines detachments for H.M. Ships are formed and trained in the Pre-embarkation Training Company at the Royal Marines Barracks, Eastney. This pre-embarkation training will last five weeks for detachments embarking for the General Service Commission and it consists of revisionary courses in weapon training, field training, naval gunnery, fire fighting and damage control. At the conclusion of this training each detachment has a passing-out parade. In each case, the captain of the ship concerned is invited to the Royal Marines Barracks, Eastney, to take the salute at this final parade of his Royal Marines detachments before they embark.

Already since January, 1954, six detachments have been formed and trained in the Pre-embarkation Training Company and a seventh has just commenced its training. These detachments are listed below: H.M.S. Centaur, H.M.S. Albion, H.M.S. Glasgow, H.M.S. Ocean, H.M.S. Newcastle, H.M.S. Birmingham, and H.M.S. Superb.

In the early part of March, H.M.S. Albion detachment, under the command of Capt. J. W. Potts, R.M., had the distinction of providing the demonstration platoon for the visit of the Senior Officers' Technical Course at Commando School Royal Marines. The demonstration given was the "Platoon Attack" and it was carried out with great determination and vigour in spite of ice and snow. This same detachment also provided a guard of honour at East Grinstead in May upon the occasion of a "Meet the Navy" Day in that town.

With H.M.S. Glasgow detachment, under the command of Capt. R. G. D. Davison, R.M., the emphasis was naturally on drill and turn-out, for H.M.S. Glasgow is the flagship of the Mediterranean Fleet and many ceremonial guards will be required from the detachment.

Under the command of Capt. D. Oakley, R.M., H.M.S. Newcastle detachment had the signal honour of providing a guard of honour at Arromanches in Normandy upon the occasion of the D Day anniversary celebrations. The detachment embarked aboard H.M.S. Tyrian at Portsmouth for the Channel crossing prior to the ceremony.

Besides these formed detachments, individual drafts to miscellaneous ships are also trained in the Pre-embarkation Training Company, and it was from these individual drafts that the guard of honour for the Queen's Birthday Parade was formed which paraded with the Queen's Colour and the Regimental Colour on June 10, 1954, on Southsea Common.

Finally, a word about the future. H.M.S. Superb detachment, which is training at the moment under the command of Capt. R. P. W. Wall, R.M., will begin rehearsing next week for their first ceremonial commitment—a street-lining party for the State visit of the King of Sweden to London at the end of this month. This detachment will also be required to provide a drill display at Chatham during the Navy Days in early August.

The Royal Marines Sailing Club

Here is some useful information for all Royal Marines and their families (past and present) and all members of the Royal Marines Forces Volunteer Reserve and their families who are interested in sailing.

There is a branch of the Royal Marines Sailing Club at the Royal Marines Barracks, Eastney, and any Royal Marines (past or present) or member of the R.M.F.V.R. serving ashore or afloat in the Portsmouth area may become a member.

Besides the ex-German yacht Sea Soldier, the Portsmouth Branch of the R.M.S.C. has several 14 ft. R.N. dinghies and whalers available for sailing.

Those interested can obtain further information from: The Hon. Secretary, Portsmouth Branch, Royal Marines Sailing Club. Tel.: Portsmouth Dockyard Extension 6206.

Dockyard Notes...

NEW WINE IN OLD BOTTLES
DOCKYARD HARBOUR launches are not usually associated with modern technical developments, but an ordinary exterior sometimes hides secrets.

Harbour Launch D.12 looks like any other dockyard harbour launch and may be seen daily on a ferry trip to Gosport or doing a spot of towing. The only difference to an onlooker is her noise, which is rather like escaping steam with a subdued high-pitched whine.

This noise is caused by her Rover gas turbine, which is now undergoing an extended trial. This is D.12's secret.

BIRTHDAY HONOURS

TWO DOCKYARD employees were included in Her Majesty's Birthday List of Honours. Mr. Edward Ballard, senior foreman, Engineering Branch, received the M.B.E.

Mr. Edward Charles Porter, established painter in the department of the Civil Engineer-in-Chief, received the B.E.M.

NEW APPOINTMENTS

THE HIGHER management of the Dockyard departments will shortly have quite a "new look."

Mr. E. F. Kill, the electrical engineering manager, retires at the end of June after 46 years' service with the Admiralty and a long period as manager, first at Devonport and then at Portsmouth. Mr. Kill is to be succeeded by Mr. J. W. Damp who, although he now comes from Devonport where he has been manager, was a Southsea boy and was the first Portsmouth apprentice to win an electrical cadetship in 1918.

Another important change is that of deputy manager in the Constructive Department, Mr. D. W. Smithers, Chief Constructor, is leaving at the end of June to take charge of the Constructive Department in Singapore Dockyard. The new Chief Constructor at Portsmouth, who will also become Deputy Manager, is Mr. H. W. J. Chislett, who has been transferred from the Admiralty at Bath.

The Engineering Department is also losing its Deputy Manager, Cdr. (E) C. P. G. Walker, D.S.C., R.N., who will also leave about the end of the month and be succeeded by Cdr. (E) R. H. Tribe, M.B.E., R.N., who has had recent service in the Dockyard Department at Admiralty Headquarters.

There is also a change in the Naval Ordnance Inspecting Department at Priddy's Hard where the Officer in Charge, Cdr. G. R. Grocock, R.N., is leaving for Bath to become an assistant to the Chief Inspector of Naval Ordnance and is being relieved by Cdr. W. R. Le H. Beatty, R.N.

DOCKYARD SPORT

THE PORTSMOUTH Royal Dockyard Football League held the annual presentation of trophies at the D.E.C.S.A. Club, Southsea, on Friday, June 11.

During a short interval from dancing, the Admiral Superintendent, Rear-Admiral A. G. V. Hubback, C.B.E., presented the League, Division I, Shield to Coppersmiths (M.E.D.); Division II Trophy was won by Excellent Sports, a team from the C.E.-in-C. Department employed at Whale Island, and the Dockyard Cup went to Shipfitting Department (M.C.D.). Other awards were made to the players who took part in the matches played against the Meon Valley League, Bellerophon Yard Craft and the cup final referee.

Capt. A. Unwin (league chairman) introduced the Admiral Superintendent, and Mr. W. A. Sobey (league hon. secretary) outlined the events of the past season. Following the presentation, Mrs. K. Sobey presented Mrs. Hubback with a bouquet and Mrs. Unwin received a similar gift from Mrs. B. Chadwick.

Dancing to the music of the D.E.C.S.A. orchestra, a very large gathering enjoyed themselves, with Mr. S. A. Peach as M.C.

Departments were represented by the attendance of Mr. and Mrs. King (M.C.D.), Mr. and Mrs. Kill (E.E.M.), Mr. and Mrs. Ashworth (S.A.S.O., Priddy's Hard), Mr. Harris (C.E.-in-C.), Mr. Goss (principal, Technical College), Mr. Chadwick (vice-chairman) and Mr. Shepherd (P.F.A. representative) were also present.

The annual general meeting of the league will be held in July when it is hoped that new clubs will come along and join up for the forthcoming season. Information appertaining to the league can be obtained from the hon. secretary, Mr. W. A. Sobey, 97 Highbury Grove, Cosham.

VICTORIA BARRACKS SPORTS DAY

THE SPORTS day held by Victoria Barracks on Thursday, June 17, at the Clarence Ground was enjoyed by both competitors and spectators. In addition to the athletic events there were many events for the visitors, including several very popular children's races.

The Athletics Cup was won by the Seamen New Entries with a total of 42 points. Second was the Ship's Company with 19 points, and the combined Officers, Chief Petty Officers, and Petty Officers' team tied with the Miscellaneous New Entries with 14½ points.

The Field Gun's Crew won the inter-class tug-of-war in two straight pulls against 24A Class. The Divisional tug-of-war was again won by the Chief Petty Officers.

Instr. Lieut. W. G. Thomas (100 yards, 220 yards and long jump); O./Sea, Fairchild (220 yards); and O./Sig. Batty (440 yards and 880 yards) have been entered in the Command Championships in view of their fine performances on Sports Day.

The obstacle race provided an amusing conclusion to the day and was won by O./Sea, Simms. O./Sea, Marsh was given a special prize for perseverance. After failing to surmount the slippery ramp numerous times he eventually scrambled over, to the loud cheers of the many spectators who had, by this time, gathered round.

Mrs. W. Wallace Muir, wife of the Commanding Officer, kindly presented the prizes and was herself presented with a bouquet by 7-year-old Jill Naish.

PORTSMOUTH COMMAND ROYAL NAVAL CYCLING CLUB

IT MAY not be generally known in the Command that here in Portsmouth we have quite a strong self-supporting cycling club which caters for both the racing and touring man. Run on the lines of civilian clubs, we participate in and promote both road and track events. Our 30 miles tandem race is fast becoming one of the most popular events in the Southern Counties.

Within the club we have some reasonably "fast" men, but unfortunately the cry of "draft-chit" is heard only too often, and our promising riders pass on to other clubs nearer to where they are drafted. One member now serving in H.M.S. Morecambe Bay recently broke the 10-mile record for Hong Kong with a time of 24 minutes 58 seconds. Back here in Portsmouth no records have been broken, but some of the local handicap events are being won by our riders. Club events are being well attended and the number of medals being won is greatly increasing.

We have one lady member only in the club, and if no Wrens are forthcoming it is to be proposed at our next annual general meeting that the club be made an all-male one (women-haters please note).

Club badges are now available at 5s. each and are ideal for jersey, racing vest or blazer. The Royal Naval Cycling Association have informed us that they are able to obtain some cycling equipment at cheaper rates, and this should prove a boon to the lower-income riders.

We have not heard from our few officer members for some time, and we would be obliged if they would contact us to keep our address register up to date. The last we saw of a certain Rear-Admiral was after our annual dinner at 0030 one frosty morning in February, when he left on his cycle for his home almost 30 miles away.

Any cyclist wishing to join the club should contact the Secretary at our Headquarters in the Nelson Tavern, Unicorn Road. Club nights are held each Thursday at 7.30 p.m. With the inter-Service events drawing close we are hoping to have a number of our members riding.

"Longmarker."

H.M.S. VERNON

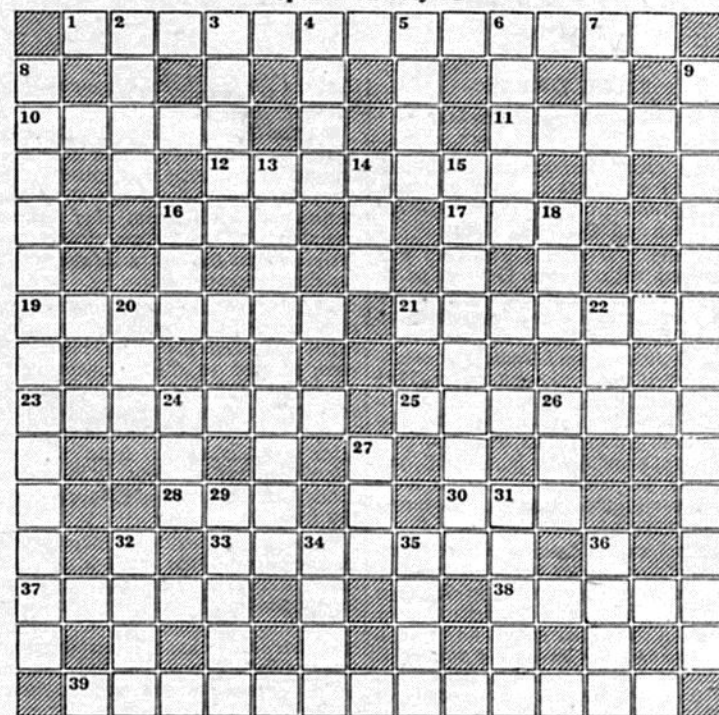
H.M.S. VERNON has reason to be proud of its water polo team which, so far this season, has been undefeated. The team is now leading Division "A" of the United Services Water Polo League by a clear margin.

Each team in the league plays the others twice, so with eight teams competing this means a total of 14 games. To date H.M.S. Vernon has played nine games and obtained the maximum possible points from these with a goal average of 73 for and only 12 against.

In the course of the season H.M.S. Vernon has defeated H.M.S. Excellent and H.M.S. Dolphin twice each, and their nearest rival is H.M.S. Victory with 11 points from seven games. The final result of the league table is still open, but the Vernon team is determined to collect those necessary eight points from its remaining games.

Navy News Crossword—No. 1

A prize of £1 1s. will be given for the first correct solution to be opened on July 21



CLUES ACROSS

1. No baby is needed for this walk (13)
10. No girl to rope in (5)
11. I could enter this business and be violent (5)
12. A way to lie with dignity (2 words, 2, 5)
16. A lot of this concerned nil, the play said (3)
17. Printer's river (3)
19. Eat rope (anag.) (7)
21. Race sat for this war-time Allied H.Q. (7)
23. Facial features of the man at the tail of the queue? (7)
25. The animal for the wheat crop? (7)
28. Period in the middle of 19 (3)
30. A little bit of Scotland for a little one (3)
33. He who was smart when young? (2 words, 3, 4)
37. Meeting everything in the centre (5)
38. Brave man numbered as a Roman in the Bible (5)
39. Alternatives to cricket Blues? (2 words, 7, 6)
2. 20. Dane satin London (2 words, 4, 3)
3. Miss a blank (5)
4. For wilting flowers? (4)
5. Hot product of a Slay Academy (4)
6. Add two-thirds of 17 (5)
7. O, my friend, you're a gem (4)
8. Over the directors' heads? (3 words, 3, 5, 5)
9. Splints? (2 words, 7, 6)
13. In the dark (9)
14. 27. A feature of northern waste-land (6)
15. Canoe tent for smokers. (No larger lots until later.) (3 words, 3, 2, 4)
16. Most of 37 is mixed here. Empty town? (3)
18. Is this girl the off-spring? (3)
20. See 2.
22. Bird sent back in 25 (3)
24. Female palindromic (3)
26. Return from 14 (3)
27. See 14
29. What the hen must do. The alternative is not stated, but it must all go back (5)
31. The colour of loch reeds (5)
32. The voice of Royal Tokyos (4)
34. Aden in the cloth (4)
35. The fish might stay if it showed hesitation (4)
36. The measure of a berry (4)

CLUES DOWN

2. 20. Dane satin London (2 words, 4, 3)
3. Miss a blank (5)

CLASSIFIED ADVERTISEMENTS

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement.

Box Number, 9d. extra.

SITUATIONS VACANT

EXPERIENCED SALESMAN with allotment connections required. Furnished flat available, plus 10% commission.—Apply Lewis Hamper, 171 Elm Grove, Southsea.

GOOD ACCOMMODATION offered married couple. Full part-time work offered to husband on smallholding, or other employment easily obtained; wife help in house; family 2.—Apply in writing to Crichton, Bradshott Hall, Blackmoor, Nr. Liss, Hants.

TRADE

LEWIS HAMPER (TAILORS) LTD., 171 Elm Grove, Southsea, have a large variety of clothes, made-to-measure suits and costumes. Turning garments and customers' own material from 6s. Allotments and Provident checks accepted.

WANTED

H.M.S. TENACIOUS. Any ship in the Command willing to loan or sell a paying-off pennant, approx. 150 feet in length, please contact Yeo Burrows, H.M.S. Tenacious. The pennant is required not later than the end of July.

FOR SALE

STUBBINGTON. Freehold bungalow for sale, £1,750; 4 rooms, bathroom; semi-detached; large gardens front and rear; on bus route. View between 6 p.m. and 8 p.m.—8 Mayfield Close, Red Lion Estate, Stubbington or contact P.O. Blair, Gymnasium, R.N. Barracks, Portsmouth.

ACCOMMODATION

BED & BREAKFAST and evening meal or full board.—Mrs. Westmuckett, 7 Brompton Road, Mile End, Portsmouth.

FULL BOARD for senior rating, 50s. per week (including washing).—Mrs. M. Medlow, 100 Alloway Avenue, Paulsgrove.

SELF-CONTAINED FURNISHED FLAT available for six months; 50s. per week.—Mrs. H. Baird, 90 Essex Road, Southsea.

FURNISHED FLAT with use of bathroom. No children. 3 gns. per week.—A. Lloyd, 21a Nightingale Road, Southsea.

ACCOMMODATION, homely, clean; moderate terms.—Mrs. Kindall, 21 Fernhurst Road, Southsea.

TWO FURNISHED ROOMS, use of kitchen and bathroom. One child accepted, 35s. p.w. Call after 6.30 p.m.—Mrs. Lord, 27 Trevis Road, Milton.

ACCOMMODATION with use of bathroom; 40s. per week including electricity.—Mrs. Blundell, 59 Copsythorn Road, Copnor.

BED-SITTING-ROOM, own cooker/meter; 27s. per week including electricity.—Mrs. D. Smith, 54 Burlington Road, North End.

FURNISHED FLAT with use of bathroom. Child welcome. 55s. per week.—68 Abingdon Road, Southsea.

FURNISHED FLAT. No children, 3 gns. per week. Call after 6.30 p.m.—Mrs. Scrimshaw, 87 Stubbington Avenue, North End.

FURNISHED ACCOMMODATION. References required, 35s. per week including gas and light. Call on Sundays only.—Mrs. Waller, 50 Wainscott Road, Eastney.

TWO FURNISHED ROOMS, share kitchen and bathroom; 37s. 6d. per week including gas and electricity. After August 1st.—E. Bainbridge, S.R.N., 31 Jessie Road, Southsea.

BED & BREAKFAST. Reduced terms for naval personnel; 7s. 6d. nightly or 42s. per week.—Mrs. Whitfield, 15 Lion Terrace. One minute from R.N.B.

TWO FURNISHED ROOMS. No children. 50s. per week. Call after 6.30 p.m.—Mrs. Heath, 229 Westfield Road, Southsea.

MODERN FLAT, furnished. Senior rating; Naval Scheme preferred.—Mr. W. J. Hodgkins, 249 Laburnum Grove, North End.

FURNISHED HOUSE to let at Copnor; Naval Scheme preferred.—Mr. A. H. Morey, Snr. Cd. Gnr. Exp. Dept., Fraser Guntery Range, Eastney.

BOARD LOGGINGS, every convenience.—Mrs. Woodward, 26 Idsworth Road, Copnor.

FURNISHED GROUND-FLOOR FLAT, 31 gns. per week.—Green, 49 Goldsmith Avenue, Milton Park, Southsea.

TWO FURNISHED ROOMS, use of kitchen and bathroom; no linen or children; 50s. per week including electricity.—Mrs. Budden, 36 Derby Road, North End. Phone 6311.

TWO FURNISHED ROOMS, use of kitchen and bathroom. No children. Call after 6 p.m.—Mrs. Colwell, 20 Orchard Grove, Portchester.

BED-SITTING-ROOM, use of bathroom, garage.—P. Thorpe, 44 Colville Road, Cosham.

TWO FURNISHED ROOMS, use of bathroom and kitchen. No children.—Mrs. Hooper, 74 Rosebery Avenue, Cosham.

TWO FURNISHED ROOMS, use of bathroom; 30s. including electricity. No children.—Mrs. Hart, 174 Powerscourt Road, Portsmouth.

TWO FURNISHED ROOMS, use of kitchen and bathroom. No children. 30s. per week inclusive.—Mrs. Buckley, 52 Castle-grove, Portchester.

ACCOMMODATION. No children. 2 gns. per week.—Mrs. Fradd, 182 London Road, Waterloo.

BED & BREAKFAST or full board.—Mrs. Stephenson, 64 Kimberley Road, Southsea.

TWO FURNISHED ROOMS, use of kitchen and bathroom. 35s. per week including electricity; one child welcome. Also rooms at Gosport; 27s. 6d. per week including electricity.—Mrs. Adams, 23 Braemar Road, Brewers Lane, Bridgemary, Gosport.

FULL BOARD for one.—Mrs. Watson, 89 Laburnum Grove, North End.

SELF-CONTAINED FURNISHED FLAT, every convenience, 57s. 6d. per week. No children.—Mrs. Croucher, 76 Devonshire Avenue, Southsea.

HOLIDAY ACCOMMODATION and Bed and Breakfast.—72 Westfield Road, Eastney.

FURNISHED FLAT: own entrance; 37s. per week inclusive.—Mrs. Richards, 42 North End Avenue, North End.

BED & BREAKFAST, evening meal; 50s. per week.—Mrs. Whittle, 4 Shirley Road, Southsea.

TWO FURNISHED ROOMS, use kitchen and bathroom. No children.—162 The Crossways, Portchester.

DOUBLE BED-SITTING-ROOM, use kitchen/bath; inclusive electricity and gas 25s. per week.—228 Hayling Avenue, Copnor.

TWO ROOMS, kitchenette, furnished. No children. £2 per week.—48 Northern Parade.

TWO ROOMS, furnished, use bathroom, kitchen; £2 10s. per week including gas, electric light.—16 Park Avenue, Widley.

TWO ROOMS, furnished, use kitchen, bathroom. No children. 30s. per week.—65 Lealand Road, Drayton.

MRS. M. PRICE (widow), of 120 Highbury Grove, Cosham, has a furnished single bedroom to let with every convenience.

Sports Page

H.M.S. DRYAD

Dryad Sports and Open Day

AFTER AN incredibly dull morning, the sun broke through at midday to herald in what was to be a pleasant, exciting and rib-breaking afternoon for sportsmen and spectators alike.

For the first time Open Day was combined with Sports Day so as to provide more and varied entertainment for wives, families and friends who might like to see where and how their menfolk worked and lived. The establishment opened to visitors at 1145 hrs., giving sufficient time for all to see the various parts of the establishment and grounds. An excellent cold lunch was provided by N.A.A.F.I., and a special tea could be obtained from a marquee on the sports ground during the afternoon.

In the sports, Leading Cook Sharman's performances were outstanding. He carried off first prizes in the high jump, long jump and the discus, came second in two other events and was in the winning relay team. The winner of the hammer event, L.S.B.A. Betteridge, set up a new Dryad record of 35 ft. 2 in. for putting the shot. Other new records were 19.5 sec. for the 120 yards hurdles (Lieut. Plant) and 2 min. 4 sec. for the 880 yards (P.O. Isaacs). P.Os. Isaacs and Sharp, who are both Navy runners, were not considered to be competitors in the events.

Teams from H.M.S. Collingwood, H.M.S. Mercury, H.M.S. Excellent, R.A.O.C., R.A.F. Tangmere and R.N.H. Haslar competed in the invitation medley relay. It was a well-run race won by Collingwood, whose tactics brought them a well-deserved success.

The spectators were entertained by the Command Band in more ways than one. Apart from providing music throughout the afternoon, the Band caused great amusement with the traditional band competition, which was won by the tuba player.

The officers' team in the bumping-in-the-circle event managed to reach the final, but only at the expense of the Commander, who suffered a broken rib. The Raleigh Division team overwhelmed them in the final.

Dryad's popular R.A.F. Liaison Officer, F./Lieut. Sabourin, was co-swain of the officers' boat-race crew. The complete collapse of the crew is attributed to his jet-propulsion methods, which drove his crew into the ground. The officers were efficiently trampled underfoot by another crew with unpleasant consequences for the Commander (X), who still bears the scars. On a happier note, it is significant that S.O.R.P., the officer responsible for R.P. training, won the blindfold horse race. He was well driven by the Commander's wife, who also won the ladies' race. The Divisional Cup was won by the Supply, Electrical and Fort Purbrook Division, who had 192 points, 75½ points more than their nearest rival, the officers.

The day ended with a highly successful dance at the Empress Ballroom, North End, which was visited by Michael Dennison and Dulcie Gray, who were appearing at the King's Theatre. Their attendance was greatly appreciated, particularly by those ratings who danced with Miss Gray.

Cricket

In the first round of the Inter-Establishment Knock-out, H.M.S. Dryad dismissed H.M.S. Collingwood for 91 after declaring at 128 for 6 (A.B. Lewis 56 not out and A.B. Wallace 33).

Soft-ball

Started last year in Dryad, soft-ball has now reached the stage of Inter-Departmental League. Friendly matches with other establishments would be welcomed.

HASLAR SPORTS DAY

LOOKING BACK over the month of June, with its almost perpetual rain, it is difficult to recall that it had been possible to run a successful athletic meeting. We had such a meeting at Haslar, however, and that everything went smoothly does great credit to the organisers, who were ably assisted by P.T.I.s from many establishments in the port.

Preliminary heats and jumps took place on Monday and Tuesday, June 7 and 8. Competitors in the jumps found conditions difficult: the take-off was very boggy and a high wind was blowing into the jumpers' faces. In spite of

this, the Haslar record for every jumping event was broken.

On the day itself, June 10, there had again been overnight rain and there was an unpleasantly cold wind, so that even the children did not show their customary enthusiasm for swings, roundabouts, magicians, Punch and Judy and all the other things laid on for their amusement.

The track was heavy and slippery and this had an obvious effect on the times recorded for most events. We were pleased to think, however, that we could raise a reasonable team for the Command meeting, and though we cannot expect to compete with the large establishments from a point-winning point of view, it is good to think that athletics are flourishing in the hospital.

One is inclined to think, in these circumstances, that it is a pity that small and large establishments cannot be divided into leagues in the same way as soccer and other sports. Perhaps, too, there is a case for introducing an intermediate Navy standard for each event. It is so much easier to sustain enthusiasm if the standard for recognition is not almost completely out of reach. In how many establishment sports, I wonder, is the winning time for the mile much under 5 min., let alone the 4 min. 30 sec. required for a Navy standard?

A great fillip was given to athletics by the attendance of a number of distinguished performers who very kindly came along to demonstrate how the job should really be done. There was a fine display of putting the shot and throwing the discus by Sergt. Savidge, and not the least of the lessons learned was the importance of training and continuous practice.

There were also two exhibition track events in which the results were:

880 yards handicap.—Surg. Lieut. Mark, P.O. Sharp, Appr. Docherty, N.A. Best, P.O. Isaac, Inst. Lieut. Bailey.

Two miles handicap.—Ldg./Seaman Haskell, Appr. Ragg, M.A.A. Pape.

A demonstration of track cycling was organised by C.P.O. Brewer, and this proved great entertainment value.

Congratulations to all who gave us such an interesting afternoon in such difficult circumstances.

H.M.S. OSPREY

Sports News

NOW THAT summer has come to Portland, cricket, sailing and tennis are the sports which hold the interest of those at Osprey. Early in the month our training for the Port Athletics Meeting proved to be insufficient, because in spite of the valiant efforts of Mid(S.) May, R.N.V.R., we slipped into last place.

So far our cricket fortunes have not been much better. In the Revans Cup Indefatigable knocked us out by a narrow margin. However, in friendly matches the Royal Engineers, Abbotsbury, and R.A.F. Ringstead gave us the satisfaction of winning. The Wardroom team also had the satisfaction of beating their Vernon opposite numbers by 90 runs to 57.

Our sailing fortunes have a brighter look to them. The races for the Portland Sailing Trophy have not yet been sailed off, but if performances to date are anything to go by, then Osprey should do well.

U.C.W.E. SPORTS CLUB

Football

FOUNDED in 1949, Just completed second season in Portsmouth North End League. Reached the semi-final of the Hampshire Junior Cup "B," being beaten by Wallisdown United at Bournemouth. The team captain skippered a league representative side versus Gosport League on Boxing Day.

Cricket

There is no regular club now, but a side is raised annually for two fixtures with Havant Wednesday. In 1953 they reached the final of the Coronation Knock-Out Cup Competition, being beaten in a close finish by Havant Rovers C.C.

Table Tennis

One team in Portsmouth Table Tennis League ended season as runners-up in Division III. Two teams in Dockyard Table Tennis League; one team in Portsmouth Table Tennis Ladies' League, Division II. Also an annual handicap knock-out tournament is held within the Establishment

—singles and doubles—cups and medals being awarded to winners and medals to runners-up. Next season one team in South-East Hampshire League.

Tennis

Team in the Dockyard League, Division I, won promotion last season. The team play all matches in Portsmouth ("home" matches Canoe Lake), where it has a regular booking for league games and ordinary club games.

An invitation is extended to Command teams to meet U.C.W.E. teams and to contact the U.C.W.E. Club Secretaries:

Football.—Miss J. Howard, West Leigh House (Havant 641).

Cricket.—Mr. N. March, Leigh Park House (Havant 691).

Table Tennis.—Mr. J. Greer-Spencer, Leigh Park House.

Tennis.—Dr. G. Wilson, West Leigh House.

H.M.S. DOLPHIN

Dolphin Inter-Part Athletics

June 9

THE ANNUAL Inter-Part Athletics were held under the not unusual weather conditions for this year, as the day was a bad one with continual rain and a strong, cold wind, completely against the runners. Consequently times were slow and all the novelty events had to be withdrawn.

The Electrical Division won the day with 37 points, followed by H.M. Submarine Tresspasser with 33 points, a very good effort with the limited numbers available. Their tug-of-war team, in fact, entered harbour at 1425 hrs. and were pulling in the semi-final at 1440 hrs. In this they were successful, entering the final against the Training Division, Reserve Group "C" were third and the Supply Division fourth.

Probably the most encouraging result was the winning of the long jump by E.R.A. Whiteside (R.G.G.) with a distance of 19 ft. 4½ in. His take-off for this particular jump was some 9 in. before the board, and consequently, with training, he may well come within the Navy standard of 21 ft. 3 in.

The high jump, too, was a worthy effort. Lieut. Pole-Carew cleared 5 ft. 2 in. to win the competition, but after the actual event P.O. Castle went on in practice to clear 5 ft. 4 in. Both jumpers stand over 6 ft. in height and used the scissors style. With coaching, both may develop into useful performers.

C.P.Os' Outing to Ringwood

June 18

On Friday evening, June 18, a party of C.P.Os. from H.M.S. Dolphin played a cricket match with a civilian club at Ringwood, Hants. Unfortunately the match was lost by our naval representatives, but this did not mar their enjoyment at the social evening which followed in the local club.

Naval prestige was restored in games of snooker, billiards, darts and table tennis—not to mention "thirst-quenching."

This was a most enjoyable evening, and any C.P.Os. Messes wishing to join in a similar event, either home or away, are invited to contact the President of the Mess (Telephone No.: Dkyd, ext. 41800).

E.R.As' Social Evening

June 18

A very enjoyable social evening was held in H.M.S. Dolphin on Friday, June 18, when members of the G.P.O. Social Club were entertained by the E.R.As. The festivities included a dance and an entertainment given by well-known local artists, including vocalists and comics.

H.M.S. HORNET

HEREWITH such sports results as are available for Hornet for June:

Cricket.—Hornet v. H.M.S. Vernon, won; v. R.N.A.S. Ford, won; v. H.M.S. Excellent, won; v. Civil Service C.C., lost.

Tennis.—Hornet v. H.M.S. St. Vincent, draw; v. Royal Marine Barracks, Eastney, lost.

Water-polo.—Hornet v. H.M.S. St. Vincent, lost.

Reserve Fleet Flagship Group Cricket League

	P.	W.	L.	Pts.
Engine Room	2	2	—	4
Seamen	2	2	—	4
Chief P.O. & P.O.	3	2	1	4
Wardroom	2	1	1	2
Electrical	3	1	2	2
R.M. & Comm.	3	1	2	2
S. & S.	3	—	3	0

The Chief Petty Officers and Petty have figured in two somewhat exciting

BE IN THE SWIM THIS SUMMER!

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wins. They beat the Supply and Secretariat team by the narrow margin of only three runs. Their win against the Electrical Department was by one wicket.

The best all-rounder is S.M. Baron, who in addition to hitting 50 not out, has had the bowling figures of 6 for 10. Another half-century has been made by L./Wtr. Lewis.

Other good bowling figures are: A.B. Allan, 9 for 3; Mne. Oran, 4 for 0; E.M. Phillips, 5 for 8; Supt. Brown, 6 for 14.

W.R.N.S. SPORTS

Fencing

THE W.R.N.S. team won the Women's Inter-Service Fencing Competition at the Royal Tournament at Earl's Court this year.

Athletics

The Portsmouth Command Athletic Championships were held at Pitt Street on June 22 and 23, and the Inter-Command Athletic Championships were also held at Pitt Street on June 30.

The Inter-Service Athletic Championships will be held at Pitt Street on Wednesday, July 14, at 1400 hrs., and the Combined Women's Services Athletics Meeting takes place at Mottspur Park on July 31.

Tennis

The Portsmouth Command Lawn Tennis Championships were held at Royal Marines Barracks, Eastney, from June 21 to 24, and the finals were played at the Nuffield U.S. Club on June 25 and 26.

The Inter-Command Tennis Tournament is taking place at H.M.S. Dauntless on July 8 and 9, and the Royal Navy Tennis Championships are being played at Wimbledon from July 26 to 31, while the Inter-Service Tennis Championships will be played at Wimbledon from August 2 to 4.

Cricket

The Inter-Command Cricket Tournament is being played at H.M.S. Excellent on July 1 and 2, and the Inter-Service cricket match against the W.R.A.C. takes place at Chatham on July 17, after the match against the W.R.A.F. at Uxbridge on July 16.

Swimming

The Command Diving Championships are being held at Hilsea on July 21, and the Command Swimming Championships at Pitt Street on July 22.

Shooting

Three H.M.S. Vernon Wrens have their markswoman's badges. They are Leading Wren Wallen who is now at O.T.C., Wren Lane, and Wren Newman the 1953 W.R.N.S. tennis champion.

Wren Eagle, H.M.S. Mercury; Second Officer Williams and Wrens Vernon and Hamilton, R.M.B., Eastney; Leading Wren Wilson and Wren Mills, H.M.S. Victory; P.O. Wren Ball, H.M.S. Excellent; and Leading Wren Wallen, H.M.S. Vernon, all shot in the Command team and were awarded their Command colours. Second Officer Williams was reserve for the Service team. The Inter-Unit Shooting League was won by R.M.B., Eastney, and Portsmouth were second in the Postal Command Shoot.

Wrens Brett, Hulls, B. Powell and L. Powell, all from H.M.S. Excellent; Wren Mills, H.M.S. Victory; Wren Eagle, H.M.S. Mercury; and Wrens Lane and Newman, H.M.S. Vernon; shot at the Command Rifle Meeting at Tipner in May. The Individual W.R.N.S. Prize was won by Wren Mills with Wren Lane second.

Squash

Wrens Slater, Newman and Lane, all from H.M.S. Vernon, and Leading Wren Buckingham, from H.M.S. Dryad, represented Portsmouth Command in the Inter-Command Squash Tournament at the Royal Naval College, Greenwich. Wren Southwood, H.M.S. Vernon, won the Command

Squash Tournament, but was drafted to Malta before the Inter-Command Tournament took place.

Swimming

The Command Swimming Meeting is to be held on July 21 and 22 before the Inter-Command Championships at Shotley on July 29. P.O. Wren Shaw and Wren Kelland, H.M.S. Victory; Wren Tombs, H.M.S. Collingwood; Wren Ripley, H.M.S. Vernon; Leading Wren Hepper and Wrens Metcalf, Smith and Jolly, H.M.S. Mercury; Wren Jones, R.M.B., Eastney; and Miss Workman, V.A.D., R.N.H., Haslar, have all swum for a representative Command team which has had matches against Southampton this season.

COMMAND SAILING

SO FAR this season the weather has been most unkind to those who sail. Of the four Wednesday evening whaler and dinghy races that have appeared in the fixture list, two have been cancelled because of bad weather, and one was declared void. However, it has proved possible to hold the two Arnold Cup races on Wednesday afternoons as arranged.

Three team races have been sailed by the Portsmouth Command Sailing Association, two against the Portsmouth Sailing Club, and one against the Royal Air Force Yacht Club. Of these the one against the R.A.F. Yacht Club and one of those against Portsmouth Sailing Club were won comfortably by Portsmouth Command, while the remaining one was abandoned owing to lack of wind.

The Windfall class have suffered up to now more from lack of wind than a surfeit as last year. Two Monarch Bowl races in fairly light weather were won by Meon Maid (H.M.S. Mercury). For the Cherbourg rally on May 21 there were only three starters, the race being won in very light winds by Sea Otter (H.M.S. Vernon). On June 3 some six Windfall yachts raced from Southsea to Brixham in preparation for the Dartmouth rally. Again light winds were the order of the day, and Sea Otter won on handicap, with Marabu (H.M.S. Hornet) being first across the line. Of the races at Dartmouth, Portsmouth yachts won on both occasions, Sea Otter winning one race and Marabu the other.

By the time the next issue comes out the Portsmouth R.N.S.A. regatta, the Commander-in-Chief's Cup and the Inter-Service races will have been held. It is hoped that they will be reported as being held in perfect weather.



Colleen Miller, Universal-International's new contract actress